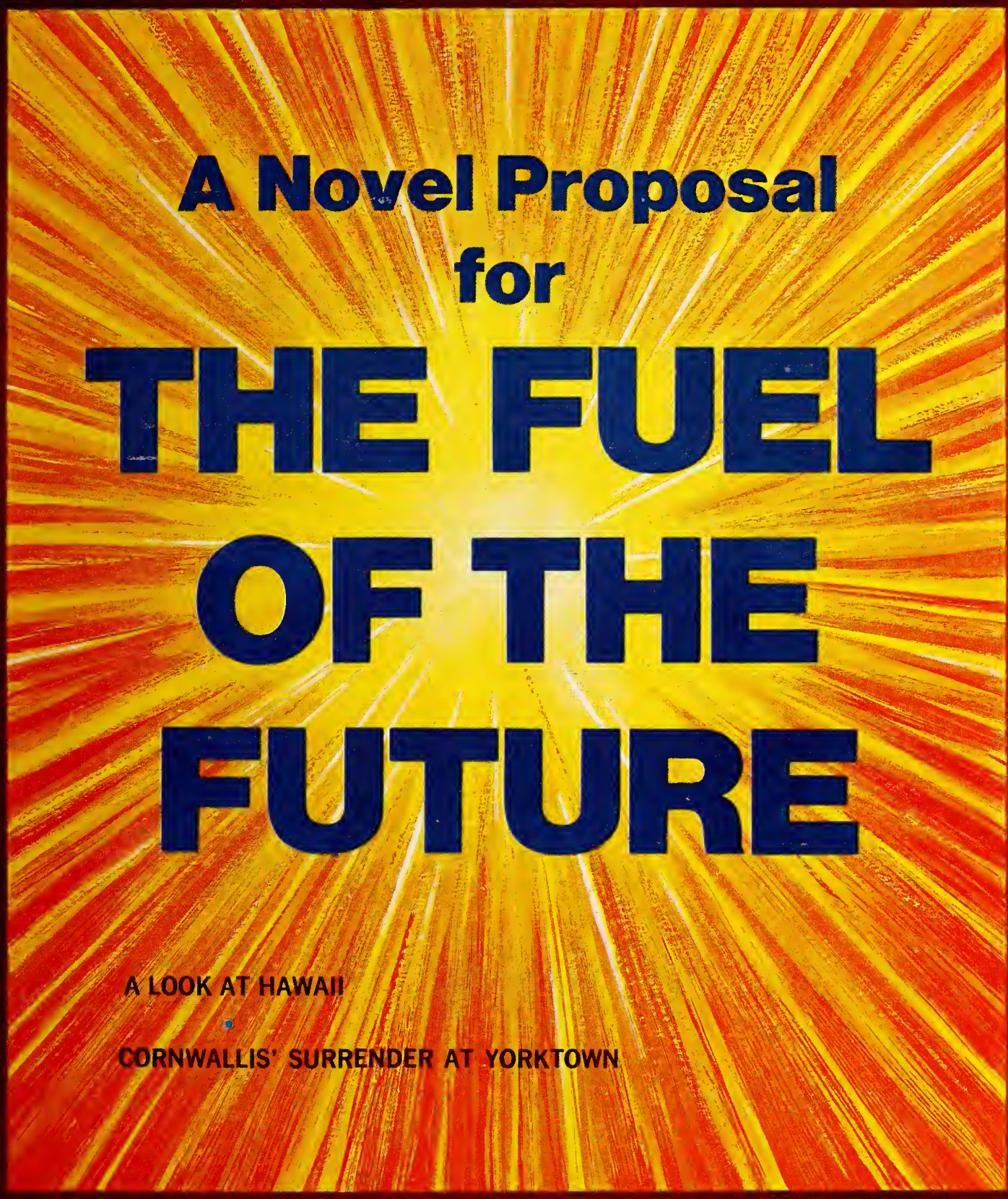
THE AMERICAN
LEGION
MAGAZINE

20c • JULY 1973



A Novel Proposal for

THE FUEL OF THE FUTURE

A LOOK AT HAWAII

•

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The American

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Magazine

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National Commander

Joe L. Matthews

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LETTERS TO THE EDITOR

Letters published do not neeessarily express the policy of The Ameriean Legion. Keep letters short. Name and address must be furnished. Expressions of opinion and requests for personal serviee are appreeiated, but they eannot be aeknowledged or answered, due to laek of magazine staff for these purposes. Requests for personal services whieh may be legitimately asked of The Ameriean Legion should be made to your Post Service Officer or your state (Department) American Legion Hq. Send letters to the editor to: Letters, The American Legion Magazine, 1345 Avenue of the Amerieas, New York, N.Y. 10019.

AMTRAK'S ADVENTURES

SIR: The Amtrak article is OK ("Amtrak's Adventure With Passenger Trains," May) and I am pleased to see it, but the death of passenger service in the hands of the railroads was quite complex. After WW2, the railroads spent millions to improve the service, but the public deserted to the airlines and automobiles, trucks carried freight on highways on which the people spent $50 billion, airports were subsidized. Rails were the only mode that didn't get a plugged nickel of government help while inflation and rising wages sent their costs up. They did cut back passenger service—to reduce their great losses. The railroads were far from entirely to blame. Amtrak is doing a pretty good job so far to revive passenger service—with government funds that the rails did not have.

A.T. KNOWLES
New York, N.Y.

SIR: Thanks for the complete and fair story in your May issue on Amtrak's first two years. It was a comprehensive, well-balanced picture of both our accomplishments and our—temporary, I hope—inadequacies.

We at Amtrak are doing our best to make America's passenger trains worth traveling again.

EDWIN E. EDEL, *Vice President*
Public Relations, Amtrak
Washington, D.C.

SIR: Everyone I know who read it, including myself, finds it to be one of the best such articles written on Amtrak.

PHILIP S. NEPPER, *Supervisor*
Fares & Tariffs, Amtrak
Washington, D.C.

SIR: Regarding the Amtrak article, it is true that the railroads were having their problems keeping passenger service going, and it is true, as they said, that since WW2 the government was helping their competitors—building highways for trucks, airports for planes, canals for barges, etc., without helping railroads.

But these things have been exaggerated. The accounting system by which the railroads claimed enormous passenger losses was simply an arbitrary system established by the I.C.C. in the last century and in no sense could be called a sensible cost-accounting system. Many of the things charged off against passenger traffic under it remain, even from those roads which carry no passengers now that Amtrak has relieved them. Now they have to be charged to freight, as they should have been all along. This system permitted exaggerating passenger losses. As for government help, the government helped the railroads get all of their rights of way, including ownership of the land. It has never done that much for trucks, airplanes, et al. The railroads have sold a lot of this land. The complaint that the government didn't help the railroads since WW2 would be put in perspective by adding that it helped them much earlier.

BERT F. WIGGINS
Chicago, Ill.

BEN FRANKLIN'S NAVY

SIR: Tom Fleming's story, "Ben Franklin's Paris-Based Navy" (May), is a masterwork of writing. The only thing that Franklin didn't do was to become a 75-year-old Errol Flynn and captain a ship of his own in the battle against the British.

This part of history, Franklin's naval accomplishments, was never before so clearly and interestingly written.

DANIEL B. MCELWAIN
Trenton, N.J.

COMMENTS ON THE MAY ISSUE

SIR: The Legion magazine has come to me regularly since 1945. I am just writing to say that it has always been a splendid publication. Without fail, each issue has interesting and informative articles. I particularly like the American history articles that are always present and also those on the contemporary problems of our country.

The May issue is a good example of the excellent content that can always be counted upon. The Amtrak article, the article about Benjamin Franklin's navy and about our new military planes, all of them just wonderful.

WILLIAM M. HALL, M.D.
Shreveport, La.

ON "DEATH TAXES"

SIR: The article, "Death Taxes Will Get You If You Don't Watch Out" (March), has made a great impact here. People are making Xeroxes of it to pass around.

You are to be congratulated on it, as well as on the other fine articles which never fail to appear, issue after issue. The magazine continues to be the strongest selling point for the renewal of the non-active member.

HARRY WRIGHT, *Adjutant*
The American Legion
Department of Mexico
Mexico City

91ST BOMBARDMENT GROUP, WW2

SIR: For research for a book on the USAAF, 8th Air Force 91st Bombardment Group (H), I would like to hear from former members to obtain first-hand accounts of life within the group, both on and off duty, as well as information on aircraft serial numbers and operational details.

E.M.C. ROWE
3 Canberra Ave., Lindholme,
Doncaster Yorkshire, DN7 6DL
England

WW2 MEMENTOES SOUGHT

SIR: We would like to hear from anyone who might have WW2 photos or books, German, Japanese, etc., that can be used for research and publication. Needed are photos of men in uniform, weapons, armor, medals, insignia, anything military. Anything submitted will be returned on request and credit will be given for anything used.

JACK BRITTON, *Editor*
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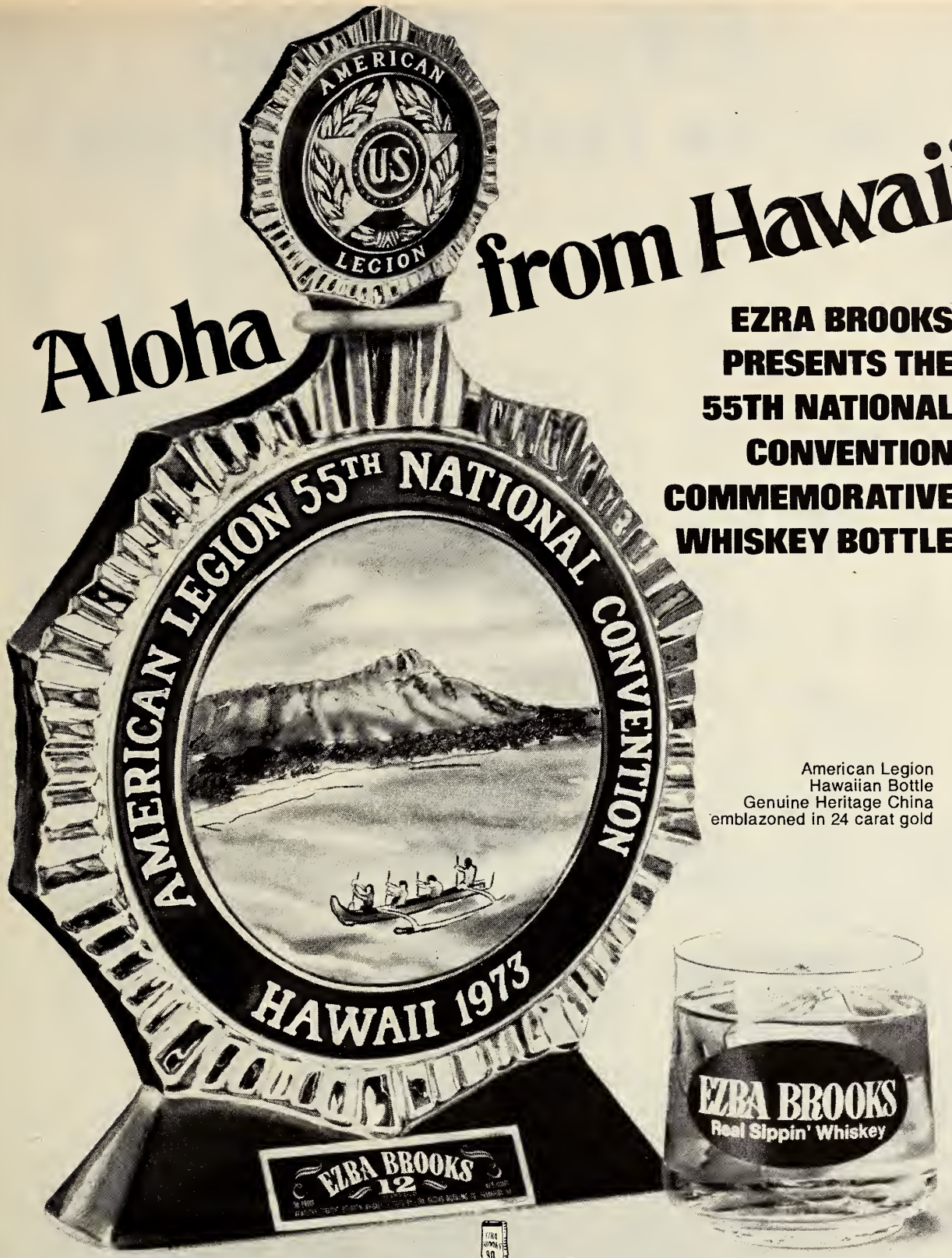


"My mashed potato dam broke!"

THE AMERICAN LEGION MAGAZINE

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A Novel Proposal for the Fuel of the Future

How'd you like to switch to a smokeless fuel that's made from water and recycles to water again when you burn it?

By HARVEY ARDMAN

As THEY look at the future, a growing number of scientists and technologists have been proposing in the last few years that we consider switching to the burning of hydrogen gas to heat our homes, do our cooking, run our industries and power plants—and possibly even drive our automobiles.

A spate of articles has suddenly appeared in technical and scientific journals which weigh the pros and cons of getting our basic supply of energy and heat by burning hydrogen gas. A surprising amount of money is quietly being invested in hydrogen fuel research.

To most people, the idea is new and strange, though some scientists have been kicking it around for a long time. Anyone who ever saw a rerun of the burning of the German dirigible *Hindenburg* while trying to moor at its mast in Lakehurst, N.J., back in 1937, has no doubt that hydrogen burns. In fact, the manufactured city gas we used before the switch to natural gas was as much as 50% hydrogen—manufactured from coal and coke.

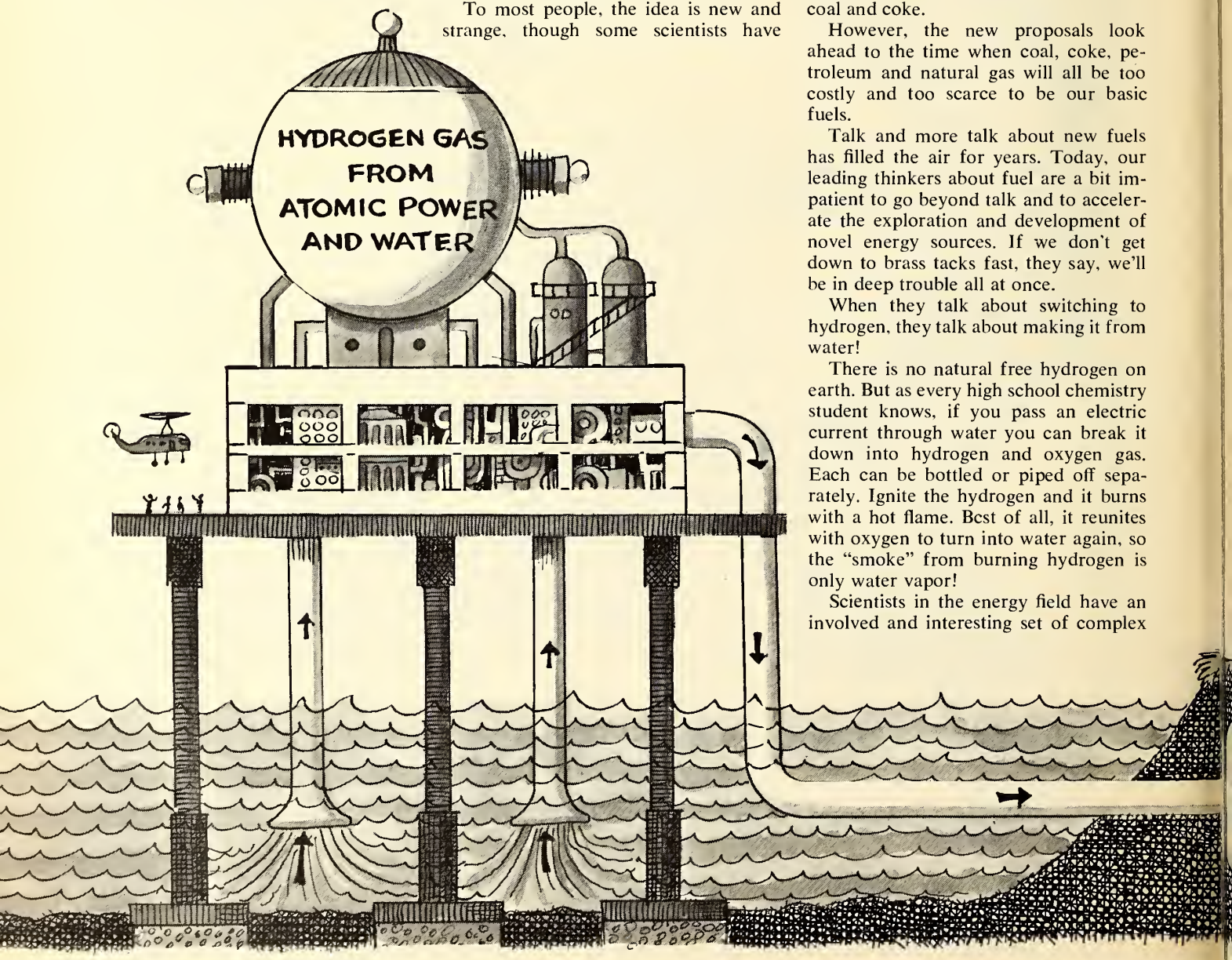
However, the new proposals look ahead to the time when coal, coke, petroleum and natural gas will all be too costly and too scarce to be our basic fuels.

Talk and more talk about new fuels has filled the air for years. Today, our leading thinkers about fuel are a bit impatient to go beyond talk and to accelerate the exploration and development of novel energy sources. If we don't get down to brass tacks fast, they say, we'll be in deep trouble all at once.

When they talk about switching to hydrogen, they talk about making it from water!

There is no natural free hydrogen on earth. But as every high school chemistry student knows, if you pass an electric current through water you can break it down into hydrogen and oxygen gas. Each can be bottled or piped off separately. Ignite the hydrogen and it burns with a hot flame. Best of all, it reunites with oxygen to turn into water again, so the "smoke" from burning hydrogen is only water vapor!

Scientists in the energy field have an involved and interesting set of complex



reasons for suggesting that we explore the use of hydrogen as our basic fuel of the future. But simply because its "smoke" is only water vapor, and because there is an inexhaustible supply of water for making hydrogen (especially when it recycles back to water the minute you burn it) it is an enormously appealing idea to almost anyone. Goodbye, air pollution.

If you heated your home with hydrogen and did your cooking with it, you'd need no chimney. In winter, when you run your furnace the most, the "smoke" would just give you the extra humidity you need indoors in cold weather. You could use *all* the heat in your house if none of it had to go up the chimney.

Industries and local power plants that used hydrogen gas as their fuel would give off no smoke either. And if vehicles could be operated with hydrogen instead of gasoline, goodbye to every exhaust pollutant derived from the oxidation of fuel.

You may already have spotted what seem to be insurmountable objections to this truly marvelous proposal. We wouldn't dig the hydrogen out of the earth, we would have to manufacture trillions of cubic feet of it. If we make it from water we will have to pass electricity through it. We will have to generate that electricity from some other source of energy. So, what's to gain? Furthermore, as most people realize, you lose some energy in converting it from one form to another. You could get more energy from the electricity if you used it directly instead of making hydrogen with it. So it seems we would still have to rely on some other source of energy, and would only be wasting a lot of it if we first turned it into hydrogen.

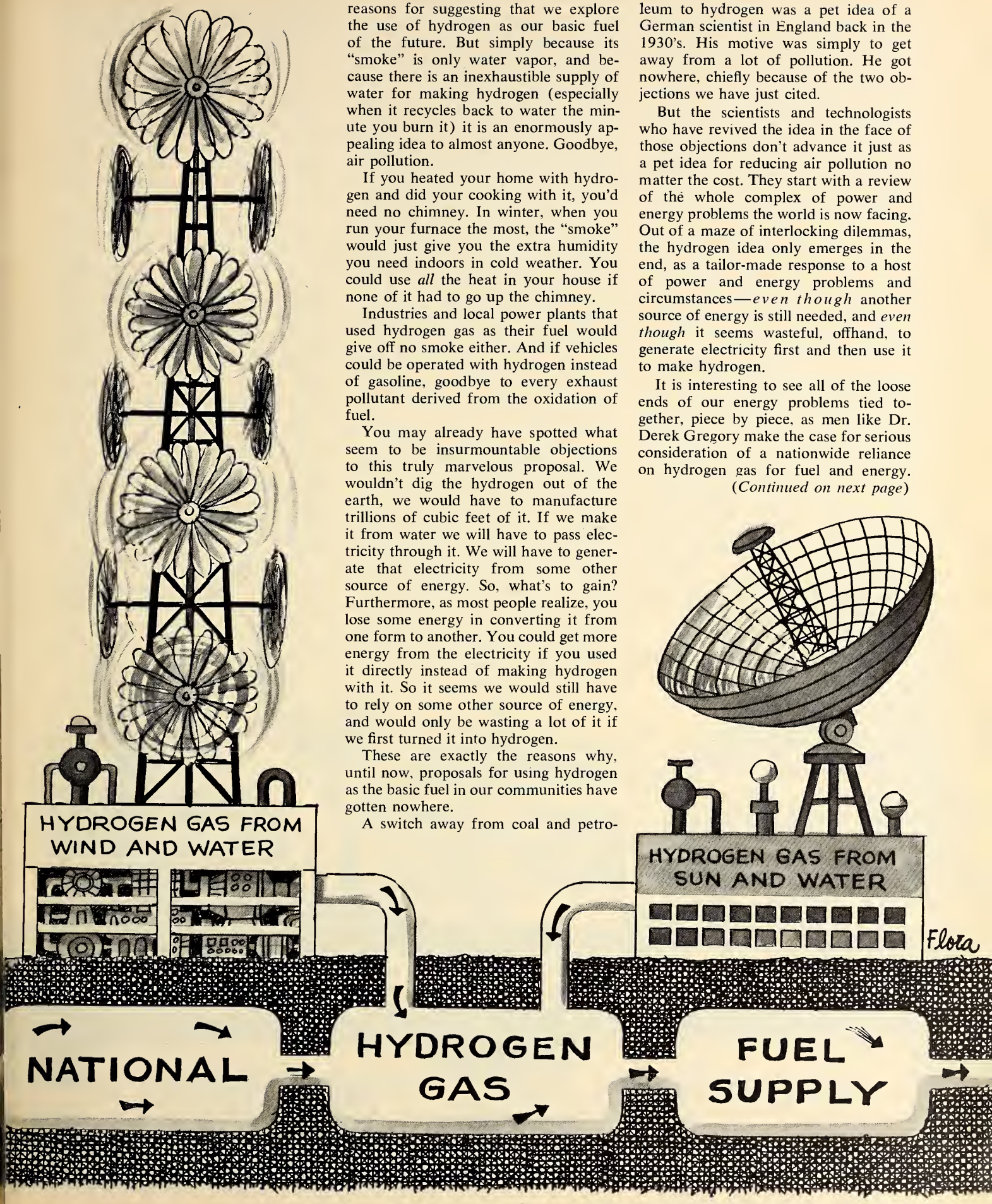
These are exactly the reasons why, until now, proposals for using hydrogen as the basic fuel in our communities have gotten nowhere.

A switch away from coal and petroleum to hydrogen was a pet idea of a German scientist in England back in the 1930's. His motive was simply to get away from a lot of pollution. He got nowhere, chiefly because of the two objections we have just cited.

But the scientists and technologists who have revived the idea in the face of those objections don't advance it just as a pet idea for reducing air pollution no matter the cost. They start with a review of the whole complex of power and energy problems the world is now facing. Out of a maze of interlocking dilemmas, the hydrogen idea only emerges in the end, as a tailor-made response to a host of power and energy problems and circumstances—*even though* another source of energy is still needed, and *even though* it seems wasteful, offhand, to generate electricity first and then use it to make hydrogen.

It is interesting to see all of the loose ends of our energy problems tied together, piece by piece, as men like Dr. Derek Gregory make the case for serious consideration of a nationwide reliance on hydrogen gas for fuel and energy.

(*Continued on next page*)



A Novel Proposal for the Fuel of the Future

Dr. Gregory is by no means alone in the field, but in numerous writings he has made himself a forthright spokesman for the idea.

Dr. Gregory is assistant director of engineering research for the Institute of Gas Technology in Chicago—a research arm of the country's natural gas industry. As he spells out our energy problems, the "hydrogen solution" only emerges slowly from all the pieces. Here, considerably simplified, is his general train of thought:

In the distant future is the inescapable fact that we are going to run out of natural fuels to burn. Long before then they will become increasingly expensive, as they are already doing. Everyone has read the statistics. We keep doubling the amount of energy we burn every 25 years, and increasing our prodigious consumption of vanishing coal, petroleum and natural gas. By now the "energy crisis" is well publicized. Today, we can talk about choices of alternatives, but the time for talk is running out.

We are already doing something, but maybe we should approach it differently before we're overcommitted. We are switching to nuclear power. With every passing year, a higher percentage of our energy will be derived from radioactive fuels—natural uranium and thorium—and a lower percentage from fossil fuels.

This rings in a lot of complications.

Nuclear power as we now use it is enormously wasteful of uranium. Only seven pounds in every 1,000 pounds of natural uranium is "hot." The remaining 993 pounds is non-reactive as found in nature, and is lost in current usage. We expect to develop "breeder" reactors, which can convert the "cold" uranium (and thorium) to "hot" atomic fuel—at the same time that they use "hot" fuel to make electricity.

As they say, a breeder can produce more fuel than it uses. But only to the limit of the supply of uranium and available thorium. Breeders will never get more than 1,000 pounds of fuel from 1,000 pounds of uranium. In the *very* long run, the fuel for nuclear power is as exhaustible as petroleum and coal. And so far we have *not* developed a practical breeder power generator. We are pushing breeders like mad in the face of the present waste of 99.3% of the natural uranium we use.

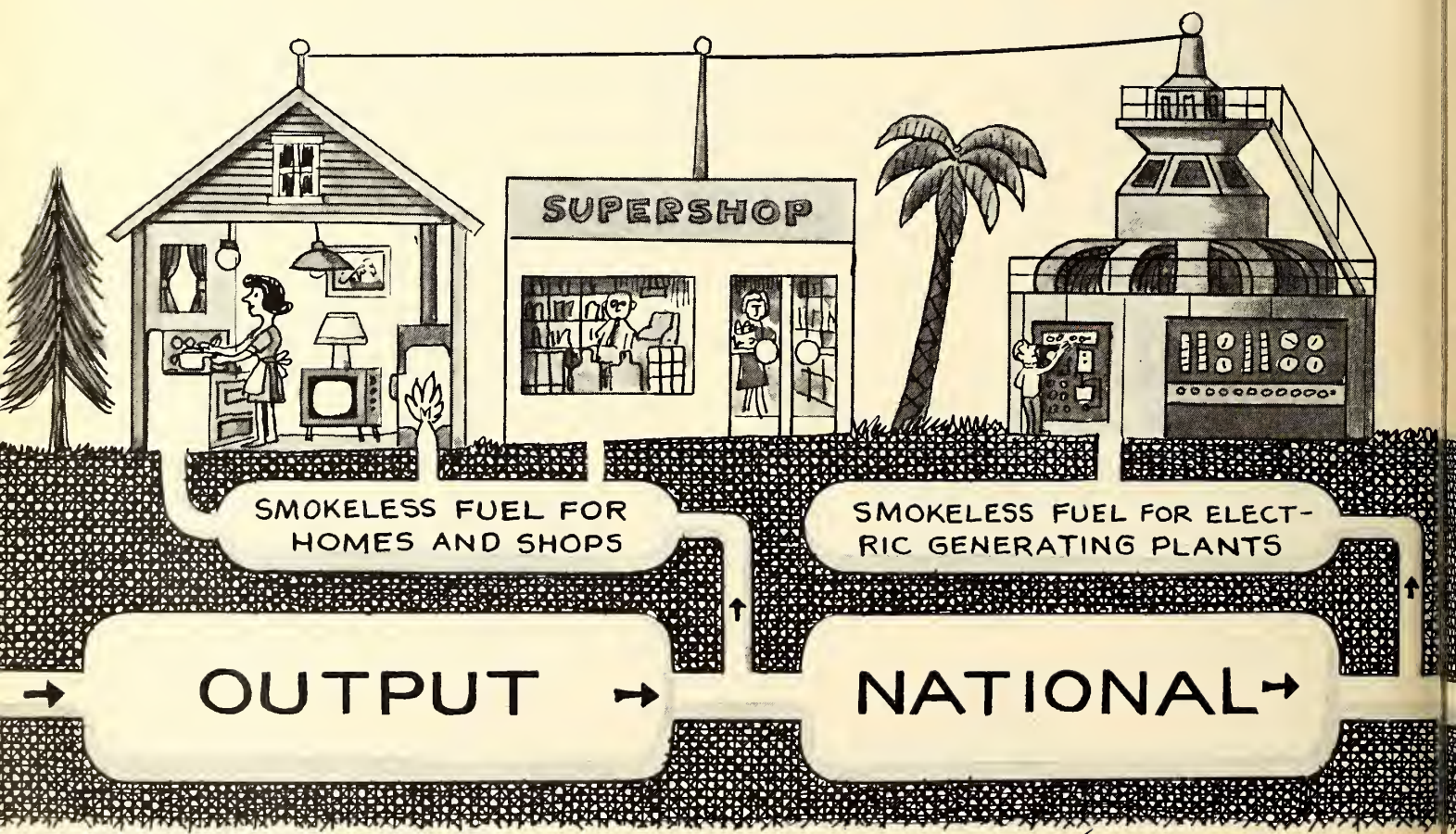
Nuclear reactors produce heat on the spot. You cannot readily store or transport heat. So we convert nuclear energy to steam and with steam run generators to make electricity. The *only* practical product of nuclear energy for public power today is in the form of electricity. The expanding use of nuclear power is moving us, willy-nilly, toward an "all electric" power economy. There are many energy uses for which flame is preferable and cheaper, and others, such as driving automobiles, in which having a portable fuel is thus far the only practical one.

Nuclear reactors work best at a constant rate. It is an inefficient use of a nuclear power plant to tie it to the fluctuating daily needs of a city. But as it is next to impossible to store large amounts of electricity, there is no choice but to operate most nuclear generators inefficiently, in pace with rising and falling demands on the power lines.

The bigger the reactor, the more efficiently it produces power. The best use of nuclear power would be to operate larger plants than are needed locally, at their top rated capacity. A fantastic ideal would be a huge reactor at a central point turning out enough juice to supply the whole country. But the ideal of central nuclear plants feeding electricity to large geographical areas stumbles over the fact that it is very costly to transport electricity over great distances, while the local cooling problems of such large plants are fantastic.

As a consequence of all this, we are presently building nuclear power plants of less than maximum size and in the same pattern as we have built coal-fueled generators—as close as possible to the cities that use their power.

Whether their fears are justified or not, it makes many people uneasy to have nuclear generators nearby. On top of that, nuclear plants produce so much



excess heat that they need ample cooling facilities. Some use available fresh water bodies, and create "heat pollution" problems in them. Other convenient sites, powerwise, don't even have suitable rivers or lakes nearby. Though we *are* building reactors as close to their energy customers as possible, that is often not very close, thanks to public resistance and the need for good cooling sites. So they are usually being built "farther out" than coal-fueled plants, adding to the high cost of piping the electricity into town.

Some environmentalists claim that because breeders would operate at higher temperatures they would put even more heat into the environment. But we can expect they will put out less waste heat for this very reason. At higher operating temperatures, more of the heat can be turned into electricity instead of being disposed of. However, we can expect that if we develop practical breeder power plants the resulting conservation of uranium will encourage us to accelerate the number of nuclear generators that we build, as a substitute for coal and oil burners. As they cut down the coal smoke, their very numbers may increase the total national cooling problem.

For all of this, over the next 30 or 40 years there seems to be no choice. The nuclear reactors are the only solution already at hand to the present problems we have with fossil fuels.

What Dr. Gregory points out is that even in the transformation to nuclear power that is already under way, the burning of hydrogen offers attractive alternatives to the pattern being established. Hydrogen fits almost like a glove onto all the fingers of the problems nuclear reactors pose.

Suppose nuclear reactors are built in the big, efficient sizes and operated at the constant high level of generation of electric power which is most efficient for them. Let them make all the electricity that can be used nearby. And let them make far more, operating at peak efficiency. Put their main output to work providing the electricity to make hydrogen out of water, then feed the hydrogen into gas pipelines and gas storage reservoirs all over the country.

It may be costly to transport electricity over even moderate distances, but it is cheap to pipe gas thousands of miles. We are already doing it with natural gas.

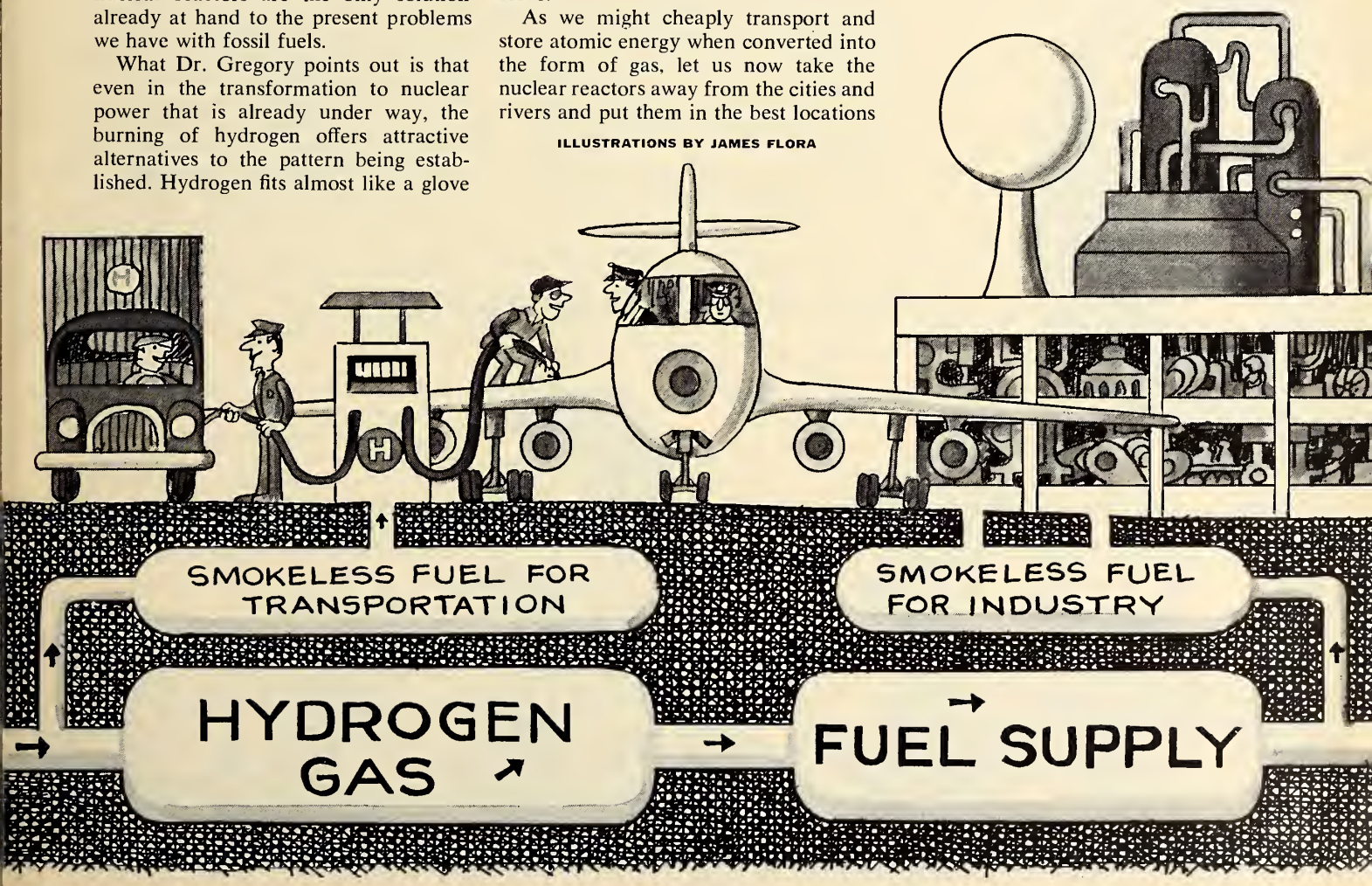
You can't store large amounts of electricity except at enormous cost. But you can store gas readily in huge underground reservoirs. The gas industry, notes Dr. Gregory, can presently store as much energy in the form of natural gas as is generated in a year in the form of electricity in the United States. All summer long it stores it against the demand of the coming winter. Hydrogen can probably be stored the same way. Thus, a nuclear plant making hydrogen out of water need not reduce its output when demand slackens, but can keep operating at top capacity to build a reserve.

As we might cheaply transport and store atomic energy when converted into the form of gas, let us now take the nuclear reactors away from the cities and rivers and put them in the best locations for their operation, rather than near the point of energy consumption. Dr. Gregory suggests putting them offshore on the seacoasts, where nobody would have them in his backyard and where the oceans could readily carry off and dissipate their heat, and provide all the water needed for the extraction of hydrogen.

Nuclear reactors in the Atlantic, Pacific and Gulf could pipe hydrogen gas to Kansas City or Denver or Minneapolis as readily as natural gas is now piped from the Gulf to customers 1,000 miles away. They could supply electricity directly to nearby coastal cities. Denver or Minneapolis could have their own electric generators run by non-polluting hydrogen, without a pound of coal being burned or a nuclear reactor within hundreds of miles. Households and industry could convert to hydrogen as they converted to natural gas a decade or so ago. The local hydrogen fuel supply would be instantly conserved, as the used hydrogen reentered the atmosphere as part of water vapor. A by-product would be pure oxygen—vastly more than enough for all our needs. For every two atoms of hydrogen produced, one of pure oxygen would also be realized from the transformed water.

Just how economical this would be is not certain. The biggest waste motion

ILLUSTRATIONS BY JAMES FLORA



A Novel Proposal for the Fuel of the Future

would be the lost energy as electricity was used to make hydrogen at less than 100% efficiency. Part of this loss would be erased by the opportunity to operate the nuclear reactors at peak efficiency, both as to size and constant load. Part of it would be erased with the passage of time, as the growing scarcity of traditional fuels keeps upping their cost. Probably within the lifetime of children born this year a drastic solution to our energy needs will have to be devised, whatever the cost.

Perhaps the biggest saving would be realized in transporting energy. Electricity would be cheaper than hydrogen *at the generating site*. But the hydrogen would be vastly cheaper to transport to users hundreds of miles away than would the electricity produced offshore.

There is no money value that could be placed on the payoff in smoke elimination, if hydrogen becomes about the only fuel burned to produce a flame anywhere. Nor could dollars measure the value of solving the "heat pollution" problem of nuclear reactors by taking them away from our fresh water cooling sources. Heat that's a curse to a river or lake is a nothing to an ocean.

Public protests over heat pollution of local waters have arrested nuclear power development in many places, including Iowa, Michigan, Illinois, Indiana and Wisconsin, though the protestors have no alternative power source to offer. All of these inland states could enjoy nuclear power in the form of piped hydrogen from offshore plants in the Gulf, the Atlantic or even the Pacific or Hudson Bay—with no pollution of their air or water.

In several areas of the nation, legal restrictions are forcing nuclear power plants to operate below their rated capacity, in order to hold down their output of heat into local waters.

To satisfy such protests, a switch to hydrogen and offshore nuclear plants couldn't come too soon. But the idea is so new and so incompletely investigated that even such a forthright spokesman as Dr. Gregory isn't ready to start a switchover to hydrogen next Tuesday. He is plainly impatient to have the whole proposition thoroughly considered at an early date, however. In fact, it would be rather sad if we decided to switch to hydrogen only after we'd built the bulk of our nuclear power plants in the wrong places.

Plans are well along in New Jersey to build the world's first floating nuclear power plant offshore—simply to produce electricity at a favorable cooling site. Perhaps this could be a guinea pig for bigger things to come. Dr. Gregory points out that there are multiple uses for a nuclear power plant at sea, all of which might make the notion more economical. These could include the manufacture of hydrogen for fuel, of hydrogen and oxygen for industrial uses, and also the extraction of various other materials from sea water for agricultural and industrial uses. Off some coasts it could produce needed fresh water from the sea as well.

However, Dr. Gregory and other proponents of the serious investigation of hydrogen gas power are by no means permanently wedded to nuclear power, which has its own pollution in the form of radioactive wastes that must safely be removed and stored until they decay. And it is, after all, just one more energy source that exhausts natural resources.

Dr. Gregory sees in hydrogen an ideal means to phase us through the age of coal and petroleum, then through nuclear power, to the eventual use of "solar energy." For we could start soon to switch to hydrogen, producing it with both nuclear and fossil fuels, and still have it as a basic local fuel that is easily managed, stored and transported when we finally have to go beyond nuclear power to solar energy. Solar energy, too, could make hydrogen by producing electricity to split water into its parts. The only solar energy we have seriously tapped is that of falling water which the sun has lifted from the oceans.

Solar energy includes windpower, which is largely created by the action of the sun on the surface of the earth. Let us turn to Professor William Heronemus, of the University of Massachusetts at Amherst, a leading scientific propo-



nent of harnessing the wind and other sources of solar energy.

Prof. Heronemus was a proponent of tapping windpower for the direct generation of electricity even before the hydrogen gas fuel idea was revived. There is enormous energy in the wind and in direct sunshine. Each poses numerous problems as a source of the large amounts of power demanded on a national scale. One of the central problems is that their great energy is diffuse. The amount you can capture in one spot from wind or sunshine is small and fluctuating, even though the amount of energy in them over the surface of the earth is vast. However, facing the fact that some day we aren't going to have any burnable natural fuels, Heronemus has not hesitated to suggest that we should develop the most scientific windmills possible and be ready to put them up by the thousands.

He has welcomed the hydrogen idea. Sooner or later, he suggests, we can and should manufacture hydrogen gas from thousands of windmills of advanced design scattered all over the windier areas of the country. Each windmill installation would generate the power to electrolyze water on the spot and feed its hydrogen into a passing pipeline or storage reservoir connected to a national system.

If that day ever comes, we might get all of our power needs from wind and water, and other solar sources. The "energy crisis" that we now face in terms of pollution and the exhaustion of natural fuels (including uranium) would be over, for keeps.

Experts argue about the economics of a national power supply run by windmills that manufacture hydrogen. But one thing is certain. It is entirely *possible* to produce enormous amounts of energy from the wind—now and forever. Windpower, like hydrogen, is clean, inexhaustible, and does not use up any natural resources.

Serious attempts have been made in the last several decades to generate electricity for cities by using windmills of ultra-scientific design. A classic test in Vermont 30 years ago wasn't wholly "fair." It was hampered by restrictions on materials during WW2. The conclusion from this and later tests was that windmills to generate electric power fall just short, economically, of competing with other fuel sources on a cost basis—even under the most favorable circumstances. This is changing more in favor of windmills as fuels become more expensive.

But one of the major drawbacks is that local wind is irregular. Since electricity cannot be cheaply stored, a city generating system must have a windmill plant big enough to meet peak demands for power even when the wind is barely blowing, and many cities depending entirely on local wind-generated electricity would have no local power at all during a calm.*

The notion of manufacturing and storing hydrogen with windpower puts a new face on the major problem of the local irregularity of wind. Windmills scattered all over the country could make hydrogen whenever and wherever the wind was blowing, and feed it into a national pipeline and storage system.

Given enough windmills (it would take plenty of them), they could produce hydrogen gas to meet a large part of the average national demand for power and store an enormous reserve gas supply on the side.

Hydrogen manufacture by a national windmill system, in short, can overcome the chief weaknesses of windmills as direct generators of local electricity by making a storable and pipable fuel independent of local calms and peak local demands.

Perhaps the cost of a national battery of windmills wouldn't find many boosters right now, in 1973. But the basic attitude of Heronemus, Gregory and many others is that one day we must take such propositions very seriously, and that day is approaching all too soon. It is not a bit too early to thoroughly work out alternative energy sources and their technologies.

In spite of an obvious and urgent need, said Dr. Gregory in a paper he presented to the Institute of Electrical and Electronics Engineers, "the introduction of novel energy sources in the United States is not taking place at a fast enough rate to satisfy U.S. domestic needs. The nuclear energy program is not proceeding as fast as was originally planned, and we are having to import very large amounts of oil to supply our demands. The direct use of solar energy has not found extensive economic use up to the present time. . . ."

Perhaps many people would agree, as electric power shortages continue, natural gas is in short supply, gasoline rationing is currently being bruited about, and the cost of fuel oil keeps climbing upward.

Prof. Heronemus and many others feel that in the long run we must tap solar sources not only because we will run out of others but because of worldwide, rather than local, heat pollution. Except for waterpower, every form of energy we now use in large quantity puts out heat. Our expanding use of energy—to which no limit is in sight and may never be unless we control the world's population in some rigid way—promises to warm up the earth, with far-reaching and unpredictable results even if we only raise the average temperature a degree or two.

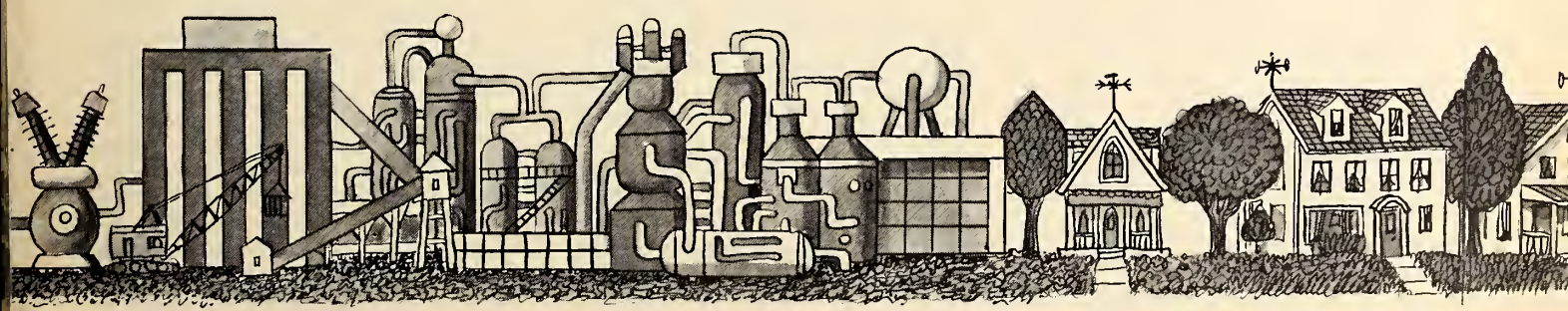
The present temperature of the earth is a balance struck by incoming heat from the sun and the capacity of the earth to radiate it back into space. Significantly alter either, and the atmosphere will get either colder or warmer. You have your choice of glaciers or floods, and vastly altered local climates. With nuclear power and the burning of fossil fuels we are adding more heat than currently arrives from the sun, and steadily increasing the amount we add.

If we rely more on the *current* supply of energy from the sun—even if we burn it in the form of hydrogen gas—we will be maintaining the balance.

There is presently a study project under way to tap the sunshine over a large area of the southwest, and notions for harnessing waves and the tide are not dead. Proposals to tap the heat inside the earth are alive (even if they would add to the heat of the atmosphere). We can increase our use of waterpower somewhat, but not a great deal more.

(*Continued on page* 39)

* Some favorably located cities can store reserves of power by pumping water into high reservoirs during times when there is excess generating capacity, then releasing it to run generators during peak load periods. This could "even out" some windpower supplies and is an efficient way to use nuclear power. But few cities have suitable high reservoir areas.



Cornwallis' Surrender at Yorktown

A look at the last major battle of the Revolutionary War.

By THOMAS FLEMING



YORKTOWN, Virginia. That name means victory to anyone with an elementary knowledge of American history. In this little Virginia tobacco port at the mouth of the York River, a British army commanded by Charles Lord Cornwallis surrendered to the Commander in Chief of the American army, George Washington, on October 19th, 1781, ending the serious fighting of the War of the Revolution, and making the independence of the infant United States a certainty.

Most people have conveniently forgotten a number of things about this epochal moment in the nation's history. Did you know, for instance, that there were between twenty-eight and twenty-nine thousand Frenchmen ashore and afloat at Yorktown, and about eleven thousand Americans? That the entrapment of Cornwallis relied on a French fleet across the mouth of the Chesapeake to hold off the British Navy? Were you aware that George Washington had to be tricked into marching to Yorktown by Count Rochambeau, the commander of the French Expeditionary Force in America?

Few if any standard history texts mention that on May 25th, 1781, the American army was shaken by its third mutiny of the year—this one by troops of the Pennsylvania Line when they were ordered south to Virginia. Finally, Americans know practically nothing about the incredible mixture of jealousy and outright double-crossing within the British high command which led Cornwallis to Yorktown in the first place, and kept him there, an easy prey to French and American siege guns.

Anyone who read George Washington's diary in the spring of 1781, without a crystal ball to see Yorktown only four amazing months away, would have been convinced that the American Revolution was about to collapse. Here is a typical entry.

> ". . . Instead of having the prospect of a glorious offensive campaign before us, we have a gloomy and bewildered prospect of a defensive one. Chimney corner patriots abound; venality, corruption, prostitution of office for selfish ends, abuse of trust, perversion of funds from a national to a private use, and speculations upon the necessities of the times pervade all interests. . ."

After six dreary years, the people were sick of a war that everyone, even Washington, originally had thought would be decided in a single campaign. The Continental Congress was bankrupt. The paper dollars it had issued in 1776 had succumbed to an almost laughable inflation. A man needed two thousand dollars to buy a suit of clothes. One American wrote, "It costs twenty thousand dollars—and I say twenty thousand dollars—to buy a horse."

Washington had to sit idle at Hudson River fortifications north of New York City while British armies, led first by the traitor Benedict Arnold and then by Lord Cornwallis, had roamed about Virginia. Washington sent his favorite soldier, the French Marquis de Lafayette, south with twelve hundred American regulars to harass Cornwallis. The Virginia militia failed to turn out to support his force, and a Virginian was soon writing, "I fear the Marquis may lose his credit. Deserters, British, cringing Dutchmen and busy little Frenchmen swarm



Surrender of Lord Cornwallis at Yorktown, Va., Oct. 19, 1781. The painting, by Col. John Trumbull, hangs in the Capitol in Washington.

about headquarters. The people do not love Frenchmen; every person they can't understand they take for a Frenchman."

Lafayette sent Washington frantic appeals for more men. In May, the Pennsylvania Line, in camp at York in southeastern Pennsylvania, was ordered to march to his support. "On their arrival, we shall be in a position to be beaten more decently," said the Marquis.

The Pennsylvanians, who had already mutinied in January of 1781, announced they would not march until the Pennsylvania Assembly came through with the new shoes, uniforms and hard money it had promised but never delivered. Major General Anthony Wayne seized six ringleaders, court-martialed them on the spot and executed four of them in front of the entire brigade. The next time the order was given to march to Virginia it was obeyed without a word.

Even more ominous than mutinies and collapsing currency was the news from Europe. Russia had offered to act as a mediator between the warring powers and there were strong signs that a peace conference would soon be convened. The British were sure to argue that no one could expect them to give up those parts of America they had conquered or could invade at will.

Washington—and Lafayette, who had recently returned from Europe—knew exactly what they were talking about. The British possessed the ports and much of the interior of North Carolina, South Carolina and Georgia. They held New York City and Long Island. Occupying the mouth of the Penobscot River, they could argue that they controlled almost all of Maine. Inland, they had well-garrisoned forts at Lake Champlain, Niagara Falls, Detroit and elsewhere, enabling them to claim the area that now includes the states of Minnesota, Wisconsin, northern Illinois, northern Indiana, Michigan, northern Ohio, northwestern New York, and northern Vermont. On the basis of Cornwallis' invasion of Virginia, which was all but unopposed, the British might even claim this, the richest and largest of all the colonies.

The Americans still controlled most of New England, upstate New York, New Jersey, Pennsylvania, Maryland and Delaware. To these colonies the British might concede independence—with the sure knowledge that they would not remain free very long as a sur-

rounded, dismembered nation. The Americans needed a victory—a big smashing victory—if they were to convince any peace conference in Europe that they had a right to demand independence for all thirteen colonies.

Lafayette, outnumbered four to one in Virginia, was thinking in almost exclusively political terms. "It appears to me," he wrote to the Duke Luzerne, the French Ambassador to America, "that the enemy want to create the impression that the states of the South belong to them. Lord Cornwallis in one of his letters puts that idea forward as a matter quite settled. My conduct in relation to him has been based upon the same political motives. When he changes his position, I try to give to his movements the appearance of a retreat. God grant that there may be an opportunity to give to them the appearance of a defeat."

To George Washington, the defeat had to take place in New York, the center of the British war effort in America. Earlier in the year, he and Rochambeau had met and agreed to merge their armies for an all-out attack on Manhattan Island. Crucial to this effort were two factors—a rapid expansion of the American army from its feeble winter strength of 5,335 men, and the presence of the French West Indies fleet to neutralize the British fleet and some of the bristling network of British-held forts and artillery batteries that the attackers would face.

The superbly equipped French troops, who had wintered in Newport, Rhode Island, marched into the American camp at Dobbs Ferry on the banks of the Hudson, early in July. The Americans goggled at their splendid white uniforms. The French, on the other hand, were dismayed by the appearance of the American army. Most of the men were, in the words of one Frenchman, "almost naked, with some trousers and linen jackets, most of them without stockings." Even more disillusioned was Count Rochambeau. This 55-year-old veteran of numerous battles and sieges against the English and Prussians saw at a glance that Washington did not have half the men he needed in his ranks for the assault on New York. But the French general was under orders to regard Washington as his commander in chief. He could not tell the Americans what to do. He could only make suggestions. Very earnestly, he recommended a march to Virginia to strike a blow at Cornwallis and perhaps rescue "the poor Marquis de Lafayette" from imminent disaster.

Washington stubbornly insisted on attacking New York. In 1776 the British had driven him out of the city, inflicting two humiliating defeats on the American army. Washington longed to erase these blots on his reputation by reconquering the city. He also dreaded the thought of a march south for more practical reasons. Many of his troops were New Englanders, and they detested the idea of fighting in Virginia's summer heat. Washington feared that an order to march to Virginia might lead to another mutiny or to mass desertions.



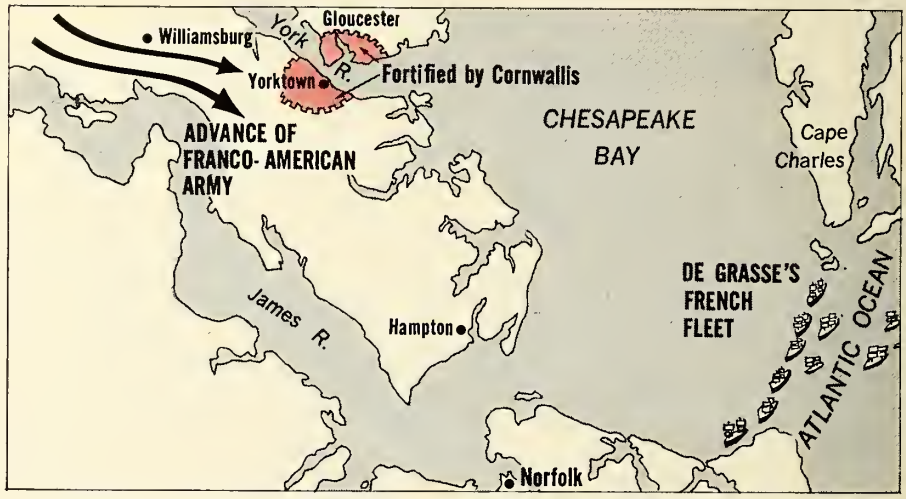
"Four weeks," Admiral de Grasse informs Washington, is limit French fleet can stay in the Chesapeake to aid his forces.

While the Frenchman and the American argued politely and appraised New York's defenses, Rochambeau was writing to another Frenchman, Count de Grasse, Admiral in command of the French West Indies fleet. De Grasse was under orders to spend a very limited amount of time—no more than a month—in American waters in late August or September, cooperating with Washington and Rochambeau. De Grasse had written to Rochambeau, asking where his men and guns would be most useful. In a series of letters, Rochambeau discreetly steered the Admiral away from New York and toward Chesapeake Bay. Virginia, he wrote, "is where we think you may be able to render the greatest service."

On August 14th, a messenger came pounding into the allied camp from Rhode Island. One of de Grasse's frigates had just arrived at the French base there with word that the Admiral was en route to the Chesapeake and that he was bringing with him twenty-nine warships and three thousand soldiers.

Rochambeau pretended to know nothing about why the Admiral had decided to head for the Chesapeake. Instead, he vigorously renewed his suggestion for a march south. Reluctantly, Washington agreed. But he did not believe that Cornwallis and his army would still be in Virginia when the French and Americans arrived. It would be a simple matter for Cornwallis—who was operating in the area of Petersburg and Richmond—either to retreat into the Carolinas, where he had over seven thousand British troops to reinforce him, or march his army to some convenient port north of

DYNO LOWENSTEIN



Cornwallis' position at Yorktown. With de Grasse's fleet cutting off a means of escape or reinforcement, the Americans and French cork the bottle.

French fleet operations, where the British fleet could rescue him. Twice, in letters to his stepson Jack Custis and to Lafayette, Washington gloomily predicted that the allies were going to waste their summer marching south on a fool's errand.

Then, on August 17th, came a surprising dispatch from Lafayette with news that changed everything. Lord Cornwallis had voluntarily retreated to Yorktown—on a finger of land jutting into Chesapeake Bay between the York and James Rivers, where his army could not maneuver, and could easily be trapped unless it could escape by sea. Nothing Lafayette had done to Cornwallis could explain this move. The Earl was using his whole army to fortify Yorktown, which was near the end of the easily blockaded peninsula. If the redcoats sat there until the French fleet arrived, while Washington and Rochambeau corked the other end of the penin-



Washington fires the first American cannon in the siege of Yorktown.

sula, the British general would be most deliciously bottled.

Why Cornwallis was behaving in this insane way, Washington had no idea. It was no time to ask questions. He immediately began issuing orders for a march south.

Cornwallis had not locked himself up at the end of the Williamsburg peninsula through any choice of his own. His Lordship was fuming. He had taken this position, which he bluntly told his subordinate officers was "bad," on the orders of his commander in chief in New York, Sir Henry Clinton.

Sir Henry had never seen Yorktown. All he knew about it was what he could glean from a map, and from the British commanding admiral, who said it would make an ideal harbor to protect the British fleet during the winter. Sir Henry was far more interested in putting Cornwallis in his place—any place, that is, without much regard to either military or naval strategy.

For the past year and a half, Earl Cornwallis had been exercising a semi-independent command in the South, and getting all the press notices back home as the conqueror of America. This made his superior officer seethe.

Clinton had been in command when the British forces won the crucial victory that launched them on their path of conquest in the South. On May 12th, 1780, with the loss of less than a hundred men. Clinton had forced the American defenders of Charleston, the queen city of the South, to surrender after a four-month siege. Sir Henry had then sailed back to New York, leaving Cornwallis with orders to pacify first South Carolina and then North Carolina.

The Americans responded by sending south Horatio Gates, the commander who had humbled the British at Saratoga. Cornwallis smashed Gates' army at Camden, South Carolina, on August 16th, 1780. It was a victory so total that Gates himself did not stop retreating—on the fastest horse he could find—until he reached Charlotte, North Carolina, sixty miles away. The British filled the continent with mocking handbills reading: "Strayed, destroyed, or stolen: a whole army."

Cornwallis figured that his crushing of Gates had lifted him from a mopper-upper to a big winner who was certain to succeed Clinton as commander in chief. He began sending his dispatches directly back to England, instead of submitting them first to Sir Henry. But while Cornwallis gave the impression that the Revolution was finished in the South, he soon found annoying numbers of Americans who did not agree with him. Nathanael Greene, Washington's second in command, arrived to replace the ruined Gates and soon had Cornwallis marching and countermarching through the Carolinas in pursuit of him.

Several things went wrong, almost simultaneously. A combined British and Southern Loyalist force was all but wiped out by American irregulars at the battle of King's Mountain in western North Carolina on October 7th, 1780. At Cowpens, South Carolina, Brigadier General Daniel Morgan took on Cornwallis' elite light infantry under the command of the British cavalry leader, Lt. Colonel Banastre Tarleton, and whipped them as totally as Cornwallis had wrecked Gates at Camden. American armed bands under Marion and Sumter bedeviled the British with guerrilla warfare. With these defeats and harassments, Southern Loyalists began to find reasons to avoid the open support they'd given the British since the fall of Charleston and the humiliation of Gates.

ILLUSTRATION BY JACK RUGE

Next, Greene chose to stand and fight at Guilford Courthouse in North Carolina. Although Cornwallis was the technical winner, forcing the Americans to retreat, one out of every three men in the British ranks was killed or wounded, and Cornwallis had in turn to retreat to the coast for reinforcements. There, he decided he was "quite tired of marching about the country in quest of adventures."

After studying his map, the Earl decided that it was impossible to conquer the American hit-and-run forces in the South without subduing Virginia. He was probably correct. From this oldest, richest, proudest, most populated of the rebellious colonies had come the reinforcements and supplies that enabled the Americans to replace their defeated southern armies so tirelessly.*

Fortunately for Cornwallis, there was another British army of about fifty-five hundred men already in Virginia. He quickly marched up the coast and merged his battered regiments with it, automatically becoming its commander.

He did not bother to tell Henry Clinton that he was going to do this until April 23rd, the day before he began his march north. When Sir Henry got the news, he practically exploded. He regarded Virginia as his turf. Moreover, reports coming in from the Carolinas soon made it clear that Cornwallis had left a lot of territory unpacified down there. Nathanael Greene, instead of pursuing Cornwallis into Virginia, had turned south, and was rapidly wrecking the chain of forts and cantonments which the British had spread through South Carolina.

An acrimonious correspondence was soon flowing back and forth between the two British generals. It was all written with the utmost politeness, but almost every sentence had a concealed knife blade in it.

Clinton wrote: "Had it been possible for Your Lordship to let me know your views and intentions, I should not now be at a loss to judge of the force you might want for your operations." (Translation: Who do you think is running this war, you s.o.b.?) "In the disordered state of Carolina and Georgia, I shall dread what may be the consequences of Your Lordship's move . . . " (Translation: You haven't done the job you were given, and you have gone into Virginia in defiance of your orders.)

In reply, Cornwallis asked for reinforcements. To attempt to seize Virginia with a small force, he wrote, "would probably terminate unfavorably, though the beginning might be successful." (Translation: Your Southern strategy was no good in the first place. If mine

* For a more detailed story of the war in the Carolinas and Georgia see ". . . The American Revolution in the South," by Harvey Ardman, American Legion Magazine, Sept. 1970.

Cornwallis' Surrender at Yorktown

fails for want of your support, it'll be your fault. Any fool should see that if I take Virginia, the Carolinas and Georgia will drop in our laps.) "From the experience I have had and the dangers I have undergone, one maxim appears to me to be absolutely necessary for the safe conduct of this war, which is—that we should have as few posts as possible, and that wherever the King's troops are, they should be in respectable force." (Translation: I'm tired of fighting senseless guerrilla actions while you hold one hand behind my back. I know the situation



Sir Henry Clinton, in New York, dictates orders for Cornwallis to leave the Richmond area and retire to Yorktown.

here and you don't. Send me the troops and I'll win the war for you.)

Abruptly, Clinton ended the debate by issuing orders. He told Cornwallis to retire to Yorktown, fortify it and then ship a third of his army to New York, so that Clinton could stand off the expected assault on New York by Washington and Rochambeau—or launch an offensive operation of his own.

Orders are orders. With the stiffest of upper lips, Cornwallis obeyed and moved his army to Yorktown. But with scarcely concealed malice he informed Clinton that it would be impossible for him to spare troops until the town was fortified.

Thus, all invisible to the Americans, the war of letters ended with Cornwallis, the most aggressive general in the British army, confined by explicit orders to the swamp-surrounded little tobacco port while his commander in chief, Clinton, still muttered imprecations on him in New York.

On August 20th, Washington detached twenty-five hundred of his own Americans and Rochambeau's four thousand French troops and crossed the Hudson from Dobbs Ferry. The next days were filled with tension as the allied army marched overland to Chatham, New Jersey, behind the Watchung Mountains. If Clinton had attacked them at this point, he probably could have ended the war and most certainly would have prevented a battle at Yorktown, let alone the defeat there of Cornwallis' entire army.

But the Old Fox, as the British called Washington, had done his best to confuse the British commander into sitting still. A few days before the march began, Washington stopped to chat with an "old inhabitant of New York" who was a known British spy. Washington blandly asked this gentleman what he knew about the water supply and the quality of the landing beaches on Long Island and terrain conditions around Sandy Hook. There was no special reason why he was asking, Washington explained. He was just "fond of knowing the situation of different parts of the country." Then, as if just recalling he was a general, he gave the old Tory an alarmed look and urged him "by no means to lisp a word of what had passed between us."

A day later, a messenger carrying orders to erect a large camp at Chatham —with enough ovens to supply a major base with bread—was captured by the British. This was another carefully planned deception. Finally, in the center of the allied army were some thirty large flatboats on wheels, while a few thousand men were still on the upper Hudson. All this evidence convinced Clinton that Washington intended to attack New York by amphibious operations from Staten Island.

By the time British spies and Loyalist sympathizers got the real story to Clinton, Washington had put Chatham 90 miles behind, and was marching through Philadelphia.

But now, in the new nation's capital, the American regiments suddenly announced that they were not going to move another step until they saw some hard money. Robert Morris, the man in charge of the national treasury, could offer only worthless Continental paper dollars. A series of tense conferences among the Americans produced a decision to borrow enough hard cash from the French army to give each of Washington's men one month's pay in specie.

The march was resumed, with Count Rochambeau proceeding down the Delaware to Chester, Pa., by water, while Washington and most of the army went that far by land. As Rochambeau's river boat reached the dock at Chester, the Frenchman and his staff were treated to a unique sight. George Washington stood on the dock, acting like a madman. He had his hat in one hand and his handkerchief in the other hand, and he was waving them both in wide whooping circles. When Rochambeau came down the gangplank, Washington threw his arms around him and shouted the glorious news. A messenger had just arrived from Admiral de Grasse's fleet. He was in the Chesapeake with his twenty-nine ships and three thousand troops from the West Indies. The soldiers were already ashore, reinforcing Lafayette. Cornwallis was trapped!

The allied army now double-timed it to the shore of the Chesapeake. There the foot soldiers boarded ships and headed down the bay, presuming they were protected from British harassment by the French fleet. Washington and Rochambeau and their staffs rode ahead to Williamsburg—and got some appalling news. Admiral de Grasse had abandoned his blockade. The British fleet had come down from New York to challenge him and de Grasse had gone to sea to give battle. Sounds of gunfire had been heard from shore, and then both fleets had vanished into the vast Atlantic. For the next two days, no one knew whether France or Britannia ruled the waves.

Everyone in the allied camp was sick with worry. If de Grasse lost, Cornwallis could sail away at his leisure. Worse, the British would probably intercept French transports carrying tons of salt beef and heavy siege guns from Rhode Island. Without the heavy guns, there would be no point in attacking British fortifications anywhere.

At midnight on the 14th of September, an excited messenger appeared at Washington's tent. The French fleet was back in the Chesapeake with a victory! The



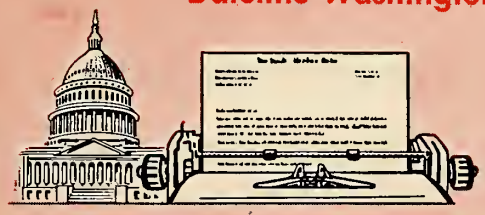
Cornwallis, pointing out site of Yorktown, shows staff what a terrible position Clinton's orders have put him in.

English were so badly battered that they had retreated to New York. While the fleets were fighting, the transports with the beef and siege guns had slipped safely into the Chesapeake.

This by no means ended Washington's naval worries. A few days later, he went aboard Admiral de Grasse's immense flagship, the *Ville de Paris*, and learned that the Admiral's instructions from the

(*Continued on page* 43)

Dateline Washington....



YOUNGER CITIZENS IN CONGRESS? SEX BIAS—IT'S ACADEMIC. SMALL BUSINESSES DROWNING.

The past (92nd) Congress voted to lower the voting age to 18 via Constitutional Amendment. Now there is a move in the current (93rd) Congress for a similar reduction by three years in the age eligibility of Representatives and Senators.

As the Constitution now stands, a citizen is not qualified, even when elected, to take his seat in the Senate until reaching his 30th birthday; in the House, his 25th. A Capitol Hill drive would reduce those ages to 27 and 22, respectively.

Supporters of such a change state that today's young citizens mature earlier, possess a higher education and hold more jobs. Already 42 states allow under-22's to serve in the lower chamber of their legislature; 18 states, in both houses. This proposed amendment would make 9,400,000 young Americans newly eligible for the House; 7,900,000 for the Senate.

Universities and colleges not only favor men for their teaching staffs, but also pay their female faculty members less than males in the same positions—even at the professorial level—according to the latest campus survey of the U.S. Office of Education.

Women comprise only 22% of the nation's 255,000 full-time faculty members in public and private institutions of higher education, figures which indicate hardly any change in the proportion over the past decade. Their annual compensation averages some $2,500 less than that of their male counterparts with, curiously, the widest salary gap between the sexes occurring in the universities.

Only 9.7% of female faculty members have reached the coveted topmost rank of professor, as compared with 25.5% of the men, and only 6.6% of all university professorial posts have been awarded to women. Only at the lowest teaching category, instructors, has the female percentage of faculty shown a substantial increase.

The Senate Select Committee has issued a report warning Congress that the nation's 10 million small businesses are being drowned "in a sea of red ink imposed by a mountain of red tape."

The committee found that independent entrepreneurs must cope with 64 tax forms annually; and in addition, have to fill out any number of the other 5,298 federal forms covering social security, unemployment, pensions, compensation, census, etc., "ad infinitum."

This vast burden of paperwork is not only costly, but leaves the small businessman with the feeling that the government doesn't trust him, the committee concluded.

The Select Committee hopes that the flood of forms can be reduced if Congress gives the U.S. Comptroller General paperwork control powers over the Internal Revenue Service and the other form-issuing agencies; and if all U.S. agencies exert restraint.

PEOPLE AND QUOTES

FOOD FACTOR

"It is hazardous and unrealistic to predict a decline of food prices under the weather and flood situations we have experienced." **William Kuhfuss**, president, Amer. Farm Bur. Fed.

EUROPEAN STATEHOOD

". . . let no one deceive himself: The European Community is growing beyond economic integration—slowly but surely." **Willy Brandt**, German Chancellor.

DOUBT ABOUT GOV'T!

"No danger . . . is more serious than the possibility that a significant number of our people are losing faith in the validity and purpose of our government." Sen. **Charles McC. Mathias, Jr.**, Md.

NEW TRUTH?

"In America more than anywhere in world history, truth is associated with newness, always the new." **Eric Erikson**, psychoanalyst.

FAIR PLAY

"We will continue to support European unity . . . make concessions to its further growth. We will expect to be met in a spirit of reciprocity." **Henry Kissinger**, Presidential Foreign Affairs advisor.

PROGRESS FOR WOMEN

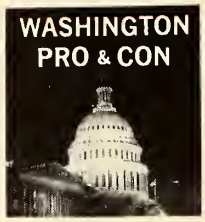
"There has been definite progress in the role of women. Perhaps the progress is not as fast as we would like, but it is steady and it is sure." **Anne Armstrong**, Presidential counselor.

JAPAN'S VIEW

". . . the United States is the only member of the free world alliance with the credible capacity to deter nuclear war." Ambassador **Ushiba**, Japan.

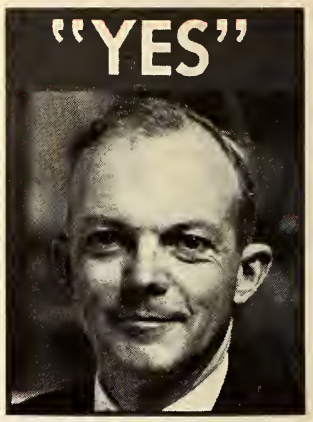
LEWD GARBAGE

". . . the prurient trash that is the stock in trade of the sex-oriented radio talk show . . . is garbage, pure and simple." **Dean Burch**, FCC chairman.



Opposing Views by Congressmen on The Question . . .

SHOULD RETIREMENT FOR



Rep. John F. Seiberling
(D-Ohio)
(14th District)

IN THE WAKE of a nine-year war it never formally declared, and in the face of Presidential impoundments killing or crippling programs it thought it had authorized, Congress is groping for some way to regain its stature as a branch of government equal to the Executive. This goal will not be achieved, however, unless Congress reforms itself first.

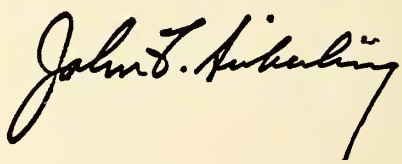
I believe that one of the most significant things Congress could do to put its House and Senate in order would be to amend the Constitution to prohibit any member of Congress from taking office after he has reached the age of 65.

Practically every business corporation in the United States has adopted compulsory retirement—usually at age 65—for its officers and employees. This is no coincidence. It is of course true that many people continue their vital powers through their 70's and even into their 80's, but a continuous flow of life-giving "new blood" is vital to a business organization. Businessmen have learned that without mandatory retirement, it is extremely difficult to attract and hold the able, younger men and women needed to keep a company vigorous and progressive.

Congress long ago applied this lesson to government when it required mandatory retirement for civil servants. Congress cannot continue to stand above a policy it has dictated for others. It is time for Congress to practice what it preaches and apply mandatory retirement to itself.

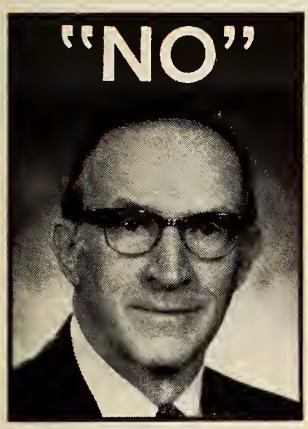
In my first two years in office, I have discovered how difficult and physically taxing a job in Congress can be. The hours are long; the pressures are great; the problems are complicated. This is a job for a mature man or woman, but not for the aged. Yet, those in the most powerful positions in Congress—the committee chairmen—tend to be the oldest as well. In the 92nd Congress, for example, the median age of chairmen of the House standing committees was 68—an age at which most men have left their full-time jobs and have been in retirement for three years. It is no wonder, then, that Congress all too often moves at a slow, halting pace, while the Executive Branch arrogates more and more of Congress' powers to itself.

Mandatory retirement of Congressmen would open up vital committee posts to younger, more vigorous men and women. It would keep Congress in closer touch with the changing needs of the nation. It would thereby contribute to the rebirth of Congress as a vital, vigorous institution of government—close to the people and, as our founding fathers intended, equal with the Executive in prestige, dignity and power.



If you wish to let your Congressman or one of your Senators know how you feel on this

MEMBERS OF CONGRESS BE MANDATORY?



Rep. George A. Goodling (R-Pa.)
(19th District)

WHERE COMPULSORY retirement of Members of Congress is concerned, this question arises: Who shall have the authority to retire Congressional members, the people of the respective Congressional districts and states or the Congress?

The citizens of a particular Congressional district, because of their familiarity with the district, are undoubtedly more qualified than the Congress to select the individuals they would like to have represent them in the Congress. If the citizens of a given Congressional district or state would like to have elderly persons represent their interests at the national level, they should have that choice. Their chance to select someone elderly should not be cancelled by a paternalistic Congress which mandates that the selection of representation will have to fall within a certain age frame.

In this respect, it is interesting to observe that our founding fathers established minimum ages for both Senators (30) and Representatives (25), but they did not prescribe maximum ages for them. This is significant, because a host of the influential founding fathers were decidedly young. Madison, the master builder, for instance, was 36, Gouverneur Morris was 35, Hamilton was 30 and Charles Pinckney was 41, just to mention a few. Some of the founding fathers were, of course, older, thereby providing a desirable balance.

We must recognize that it is possible today, because of great strides in science, for individuals to live to a ripe old age without being incompetent.

What then would be a desirable compulsory age for retirement, providing one were set? Would it be 65, 70, 75, or what? All of us know, from firsthand experience, that age is no accurate measurement of performance. Each one of us has seen old men, by performance standards, at the age of 40, just as we have, by the same standards, known young men at the age of 80. Additionally, to weed individuals out because they have arrived at a certain age invites the hazard of casting out highly competent individuals who could make a vast contribution to their country. Ben Franklin, for instance, was almost 82 by the time of his participation in the Constitutional Convention.

In summary, then, under our system of government, the voters are likened unto a Board of Directors. As such, they are better equipped than the Congress to determine their problems and what individuals are best equipped to represent them in the Congress toward the end of coping with these problems. The Congress, through an age limitation on Congressional membership, should not have a veto power on this decision.

Geo. A. Goodling

issue, fill out the "ballot" and mail it to him.

I have read in The American Legion Magazine for July the arguments in PRO & CON: Should Retirement For Members Of Congress Be Mandatory?

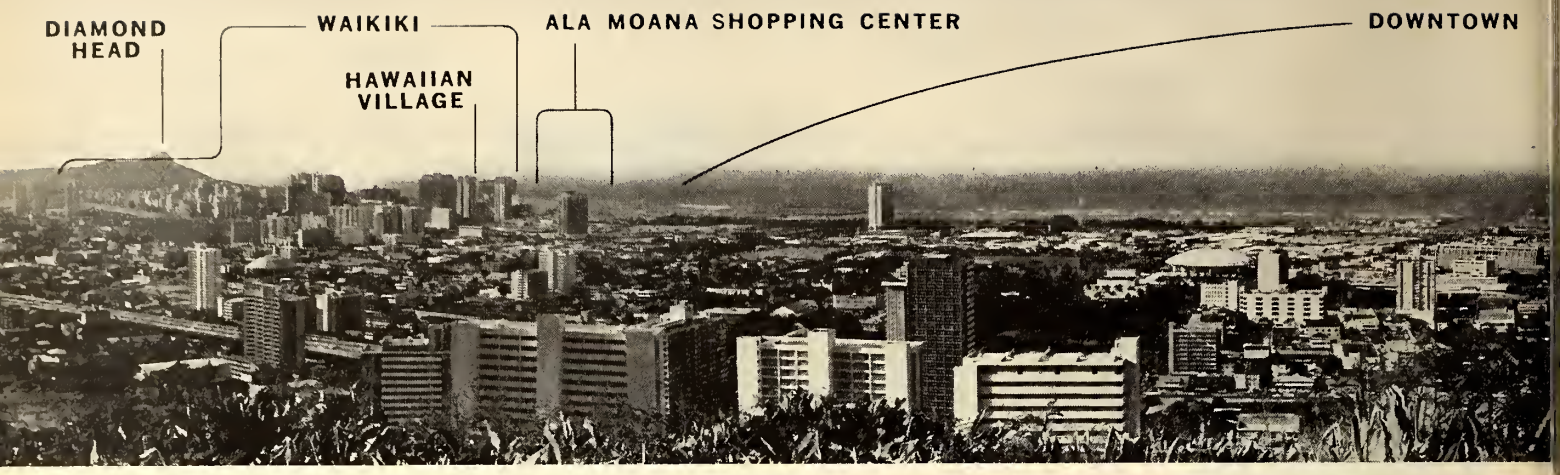
IN MY OPINION THE ANSWER TO THIS QUESTION IS:
YES ☐ NO ☐

SIGNED _____

ADDRESS _____

TOWN _____ STATE _____

You can address any Representative c/o U.S. House of Representatives, Washington, D.C. 20515; any Senator c/o U.S. Senate, Washington, D.C. 20510.



A Look at Hawaii

By R.B. PITKIN

THE 55th National Convention of The American Legion will be held in Honolulu, Hawaii, on the island of Oahu, August 17-23, 1973.

It will be the first national Legion convention to be held off the U.S. mainland since the Paris convention of 1927. To Hawaiians, the other 49 states are all the "mainland," and if you live in one of them you are a "mainlander."

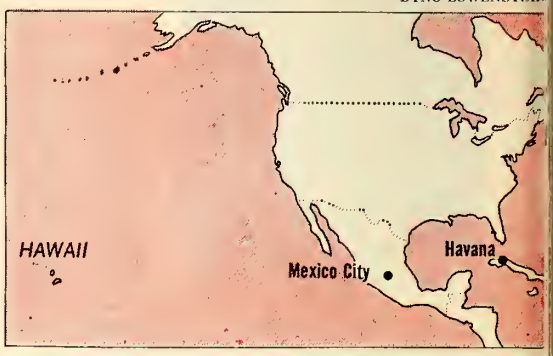
Foot-in-mouth tourists in Hawaii sometimes drop remarks about what things are like "back in the states." To residents of the 50th state, this is a crude no-no. Don't you mean "on the mainland?" However, they may call a visitor a *haole*, which is native Hawaiian for a foreigner. (One Swede said to another, "Hey, Ole!") So Hawaii is one of the United States but mainlanders are foreigners. However, so are all residents who are not of native Hawaiian blood.

From the West Coast to Honolulu is only a little less distance than from the East Coast to the West Coast. Jet flying time between San Francisco and Hawaii is a bit under five hours. A New Yorker can count on a little less than ten hours in the air one way.

Hawaiian Standard Time is six hours earlier than Atlantic Standard Time (Puerto Rico), five hours earlier than Eastern Standard, four earlier than Central, three earlier than Mountain, two earlier than Pacific. To adjust to Daylight Saving Time add one hour to each. Hawaii does not use Daylight Saving Time. He who deplanes in Honolulu at 6 p.m. should consider going to bed soon. It's much later in the time zone he left.

Hawaii is the southernmost of the United States. It lies between the latitudes of Havana and Mexico City. Sea level at that latitude can be insufferably hot and humid, but it is rarely sticky-hot in Honolulu. Northeast trade winds, cooled by the waters of the Pacific, blow most of the time. They give Hawaii in general its magnificent surf and one of the most delightful climates to be found on the face of this earth. Honolulu is a little cooler and much drier than San Juan, Puerto Rico, which also lies in trade winds. There is no tropical rainy season. What they *call* the rainy season is in three winter months, none of which produces an average of as much as four inches of rain in Honolulu.

DYNO LOWENSTEIN



Hawaii is not quite as far from San Francisco as San Francisco is from New York. It lies approximately between the latitudes of Havana and Mexico City.

Once in a while a "kona wind" sets in, and upsets everyone. The trade wind slacks off, veers around and settles in from the southwest for a day or two. It may get sticky hot, cloud up generally and raise a gale. "Kona" means, among other things, leeward, which in Hawaii is southwest—away from the prevailing winds. A growing resort development on the big island of Hawaii is on the "Kona Coast," Hawaii's southwesternmost coast, where Captain Cook was killed. The kona wind bothers the locals more than it does visitors, who are used to changeable weather. The locals like the

KAANAPALI BEACH RESORT



The western end of Maui island, with Kaanapali Beach in foreground, mile-high Puu Kukui above it, and the old whaling capital of Lahaina just out of view at right.

R.B. PITKIN



PANORAMIC VIEW OF HONOLULU

A visual orientation to Honolulu, looking south from the Punchbowl (National Memorial Cemetery of the Pacific).

At extreme ends: left, Diamond Head (which is a crater bowl) and right, Pearl Harbor. Total span is about ten miles along waterfront.

Ala Moana shopping center may be identified visually by high-rise with La Ronde revolving restaurant on top of it. High-rise cluster at left is all Waikiki, with buildings concealing beach. Part of Ala Wai Canal can be seen in back of Waikiki. It continues seaward into yacht basin between Hawaiian Village and Ala Moana shopping center.

Hawaiian Village is a Hilton hotel and shopping complex which will be the site of many Legion convention activities. Most Legion visitors will be housed in Waikiki and as far as the Ala Moana center.

Downtown Honolulu is ill-defined, but it occupies most of center and right center of picture.

Sole freeway through the city shows in part at left. It is Interstate Route H-1, also called Lunalilo Freeway. Airport is at far right. Route 92, called Nimitz Highway part way to town, and then Ala Moana, leads along waterfront from airport to Waikiki. Kalakaua Avenue, main street of Waikiki, is lost from view among Waikiki buildings.

Between Waikiki and Diamond Head, lost from view, is Kapiolani Regional Park, a public park put to intensive pleasurable use for many things by local residents.

wind from the northeast, where it ought to be, with all the clouds and sunshine in the right places and the surf running like it's supposed to.

Be it trade wind or kona wind, in Honolulu it is shirtsleeves weather with a fair to strong breeze most of the time—chiefly in the 70's, with perhaps mid-80's in midday. Most of the little rain in Honolulu is from occasional showers. The first thing my wife and I did at Mr. Hilton's Rainbow Tower was to turn off the air conditioning and throw open the screenless balcony door. That's how it stayed—and we never saw a bug in our room. This was April. August averages five degrees warmer.

There may be a Waikiki hotel without a balcony or lanai for each guestroom, but I haven't seen it. Lanai (lan-eye) is the name of one of the Hawaiian islands which is almost totally covered with Dole pineapples; but *lanai* also means a pleasant porch, terrace or deck. Admen are starving for exotic words suggesting comfort and ease, and are bound to spread "lanai" throughout the world. I'm certain there will be a retirement village in the Ozarks called the "Oasis Lanai" one of these days. (Overheard in a Waikiki elevator: "Where is the committee meeting tomorrow?" "On the executive lanai.")

Just as you drive into the Waikiki area from the west you may see the Waikikian Hotel and its sign advertising its restaurant, the Tahitian Lanai, next door to the Hilton Hawaiian Village hotel complex. The Waikikian is unique and its Tahitian Lanai is an excellent eating place, on a terrace in greenery beside a swimming pool. The hotel and the lanai occupy what seems to be a narrow, tree-filled alleyway between high-rises. All there is to the hotel proper is the lobby. Amidst the greenery of the "alley" are guest bungalows, set off in a hidden little green tropical world of their own, which

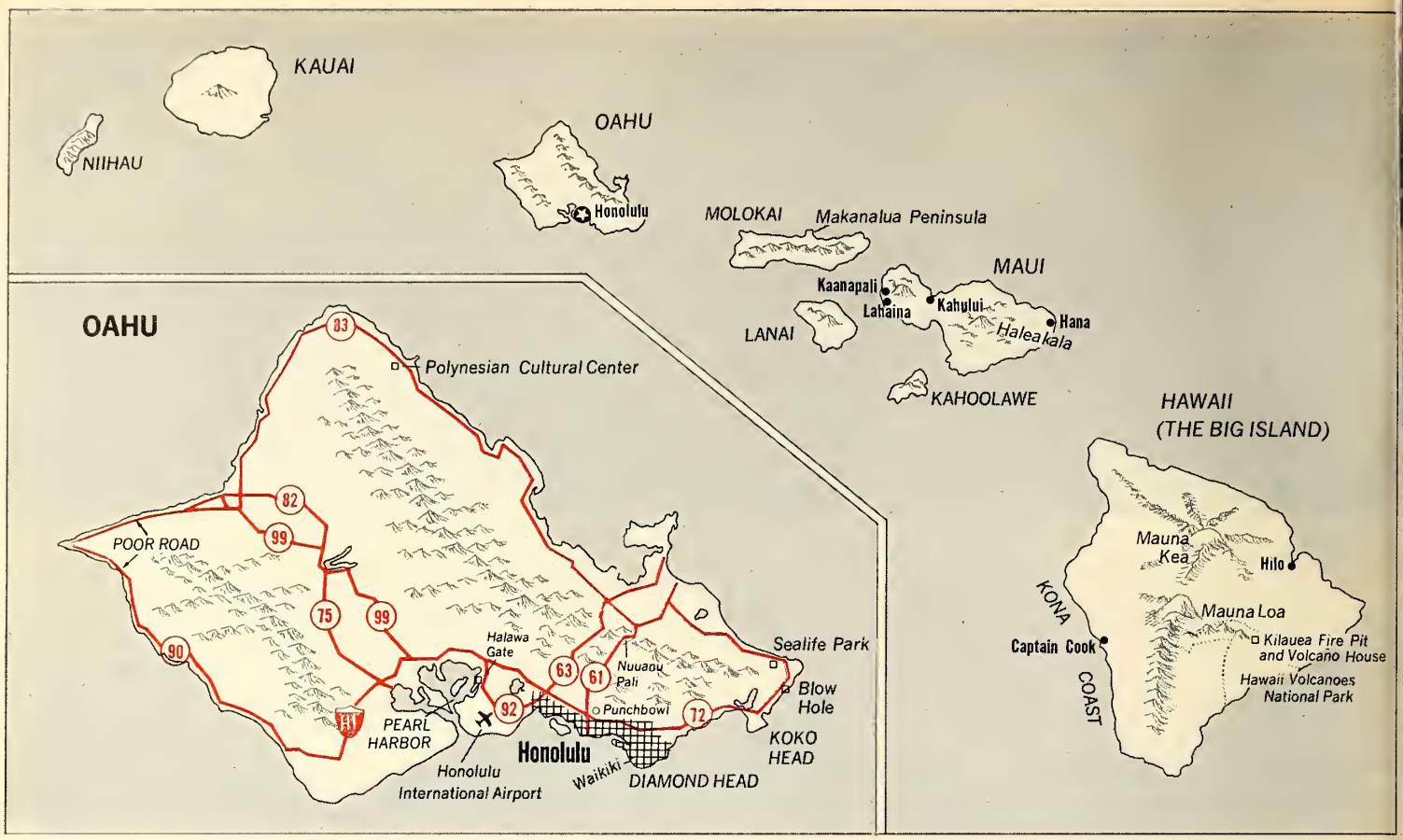
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R.B. PITKIN



Part of Waikiki Beach in Honolulu, from 15th floor of Hilton's Rainbow Tower.

DYNO LOWENSTEIN



peeks out on a lagoon and the yacht basin in the midst of the bustling city.

These days, tourists by the tens of thousands pour in and out of Honolulu. The huge string of resort hotels and shops in Waikiki must be doing a bigger business than Miami Beach ever did. Most visitors are mainlanders, but organized tours of vacationing Japanese run them a good second and there are plenty of European and Latin tour groups speaking a variety of languages in the hotels.

Virtually all visitors bring too much clothing. A man can figure he's going to wear slacks and shirtsleeves to almost everything, including nearly all the restaurants. A woman can figure she'll wear whatever she wears when her husband wears slacks and an open shirt. I brought six neckties and two suits and never wore them.

No more than one sweater or shawl, or one outfit for a cool evening, or for a visit to a cool place, or for an ultra formal affair are necessary for any week-to-ten-day visitor. (There *are* cool places, even snowfields, in Hawaii.)

In practice, men don't even need to bring all those shirts. It's a sure thing they'll get to Honolulu's huge, multi-decked Ala Moana shopping center, or to some of the shops on Waikiki's main drag, Kalakaua Avenue (calla-cowa). There they'll deck themselves out with aloha shirts like all the other male tourists and even some of the natives. What was good enough for Harry Truman is good enough for you. You don't necessarily even need money. Your mainland credit cards will see you through most shopping binges.

You can spend mainland credit cards like mad all over Hawaii, but it's very hard to cash or spend a personal check. The Sears Roebuck at the Ala Moana shopping center is said to be the biggest Sears store anywhere, and there are more familiar and unfamiliar stores there and along Kalakaua than your poor, tired feet can carry you to.

You *should* bring comfortable shoes and beach sandals. After blistering my feet via too much wandering and gawking, I got a pair of white sneakers and some heavy socks from Thom McAn's in the Ala Moana center and wore them the rest of the time.

The tourist's Hawaii is definitely not James Michener's Hawaii. Mr. & Mrs.



Typical water scene in Waikiki surf, with surfboarders, catamarans and swimmers as traffic.





Free trips to Arizona Memorial in Pearl Harbor Navy launch at Halawa Gate now attract nearly 900,000 people a year. Pix show waiting lines on an April weekday.

One-Week-at-Waikiki-With-Side-Tours are herded and sold so hard that they have little time to figure out much, or to do much on their own. That isn't all bad. The average packaged visitor seems to enjoy it all immensely and only regrets how much he missed in his limited and often regimented time.

I propose to praise the place, but first I'd like to find fault, so that Hawaii can take care of some failings as seen by Mr. Packagetour. They are mainly in the field of insufficient directions for all those tourists. Highway markings on Oahu don't always jell with road maps for old John Rentacar—that's me—or they are insufficient. Oahu doesn't have many numbered highways (you can't go more than 50 miles or so in any one direction). But many key intersections of numbered highways are not marked with their route numbers. Instead, local place and street names that are meaningless to strangers identify them. I never backtracked so many times in my life when trying to follow numbered routes. Once, trying to go inland over a mountain, I dead-ended at the sentry post of the Marines' coastal Kaneohe air station.

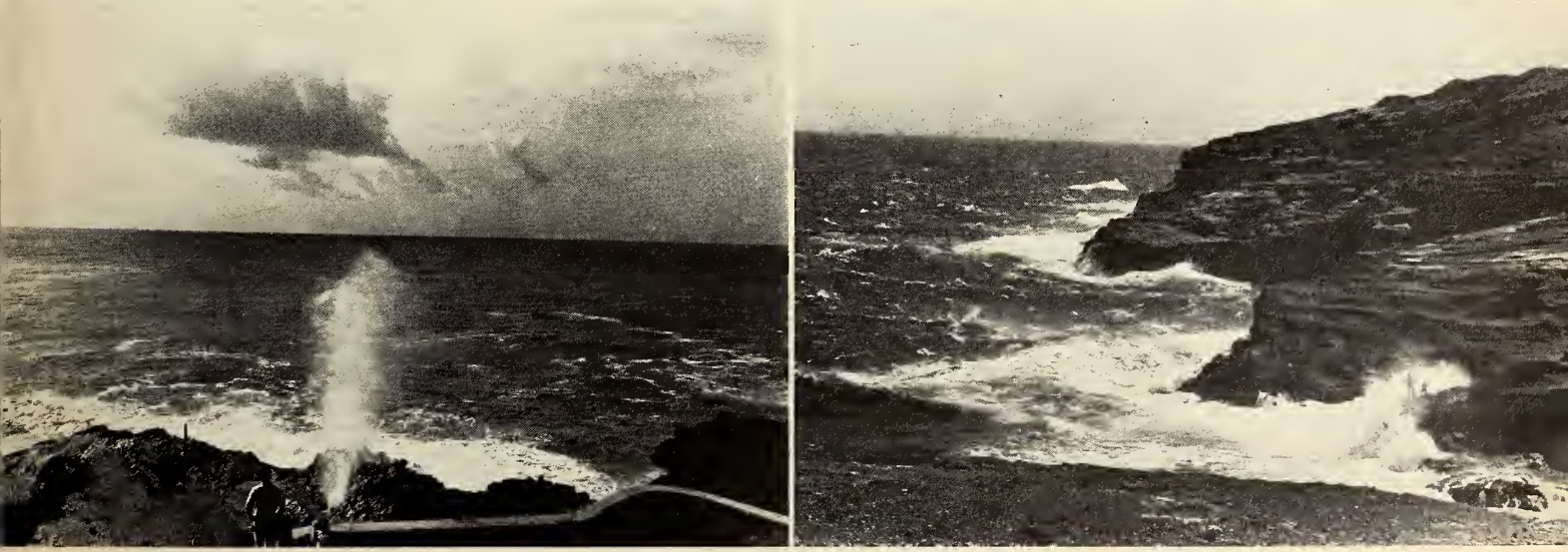
Well over a hundred of us were put down in Honolulu International Airport by Western Airlines, which said aloha to us without saying where our baggage could be picked up. There are baggage pickups at several levels in the airport, identified by numbers, not airline names. Most of us spent half an hour wandering around for our baggage, upstairs and down, being helped now and then by friendly folks who told us where to go when they didn't know themselves. Before you leave your plane, make 'em tell you the number of your baggage area. Then your feet won't start to blister as fast as mine did.

Everyone wants to visit the Punchbowl, a small crater in Honolulu not ten minutes' drive from Waikiki, in which is located the National Memorial Cemetery of the Pacific, and from which I shot the panoramic view of Honolulu at the start of this article. The approaches to the Punchbowl include a maze of local streets, many of which dead-end or sneakily lead away from the Punchbowl. Not even the best city road maps will take you through this maze. When you are virtually there, you see the first "To National Cemetery" sign. Please, Honolulu, some signs at proper intersections downtown and on the way up for finding the Punchbowl. The crater itself is entirely visible as you approach, but, oh, the streets that start toward it without getting to it.

If you do drive yourself to the Punchbowl, you will not miss Tantalus Drive when you leave. It is right at the exit. If you go uphill on Tantalus it will lead you to an unadvertised spectacular. It winds up and up and up Tantalus Mountain, for an eagle's-eye view of Honolulu.

The Legion's convention, like most tourist groups, will not really be in Honolulu proper. It will be in Waikiki—accent the last syllable. Downtown Honolulu is ewa from Waikiki. That is not a misprint. The words north, east, south and west are virtually unused in Hawaii. They use leeward and windward and words like makai (mack-eye), which means seaward. Ewa is a place name and school district west and northwest of Honolulu, and in Honolulu northwest is ewa. (That's pronounced almost like

PHOTOS BY R.E. PITKIN



Surf scenes on a short drive east out of Waikiki. The "blowhole" can send up mightier geysers than the one shown at left.

Ava in Ava Gardner, though w is not always pronounced v.)

Anyway, the tourist's Honolulu is, in mainland talk, an east-west stretch from the airport east to Diamond Head—eight miles as the crow flies, maybe ten as the car drives. Pearl Harbor is just west of the airport, but leaving the airport you go right, east on route 92 (Nimitz Highway). The street name soon changes to Ala Moana (mo-ann). Ala means path, drive, way, etc. Moana means ocean. So Ala Moana is the ocean drive.

It is city, waterfront and commerce all the way, and en route you pass downtown Honolulu on your left, inland. After about eight miles east as the car drives you'll pass the Ala Moana shopping center on your left. A lone high-rise with a round restaurant (La Ronde) on top landmarks it. Immediately you cross a bridge over the Ala Wai canal. Wai means water, so Ala Wai means waterway. The canal marks off the west and inland sides of Waikiki. Kiki means to spurt, so Waikiki means spurting water, literally—or more poetically, wonderful surf.

On your right the canal opens into the yacht basin. Ala Moana (the street) continues a few hundred yards, turns sharp left past the Ilikai Hotel, the Waikikian Hotel and Hilton's Hawaiian Village, and then dead-ends on Kalakaua Avenue, which also becomes route 72. It is one-way to the right, and it continues for a little over a mile as the Fifth Avenue, Michigan Boulevard, Collins Avenue or what you will of Waikiki. The hotels, shops, restaurants and innumerable temptations to spend—highbrow or lowbrow—are elbow to elbow, with magnificent Waikiki Beach off to the right.

Although Waikiki is reminiscent of Miami Beach and all the other tropical condominium and hotel extravaganzas of the jet age, you see an immediate difference on the beach. The people *use* the ocean. They cover the sand, enjoying themselves. Young and old, they swim. They ride or plunge in the surf. They put into the surf in catamarans that look like Polynesian war canoes, with pallid New York blondes and tanned Hawaiians paddling for all the world as if they were rowing for Yale against Princeton. They walk the strand. They sail and they boat. The Waikiki surf isn't all those big, frightening combers you see on TV's Hawaii Five-O. Depending on the wind and the size, location and depth of the outer reef at any one point, the surf comes in big or gently. You can pick your spot on Waikiki Beach for the size surf you like. Bring your trunks or bikini, bring your beach sandals, bring your suntan lotion.

A communist organizer once said the native Hawaiians make lousy communists. Give 'em a bomb and they park it under a palm tree and go surfboarding. The tourists get the outdoors infection too. The trade wind is like sweet wine on Waikiki. Watch that sunburn. There is a sense of leisurely fun and life on Waikiki Beach that is lacking at many similar commercialized joy spots. My Emily commented: "What a pity for those who come here who don't like the beach or can't stand the sun."

R.B. PITKIN





The firepit of Kilauea volcano, not far from Hilo on the Big Island. Right, Hawaii keeps growing as lava flows to sea, emitting steam. Views are from commuter plane.

There are standard things for tourists to see on Oahu. The best way to see most of them is to rent your own car, study a road map, and go look. Alas, I don't know how many rental cars will be available when the Legion brings between 20,000 and 30,000 people into Honolulu all at one time. Nobody ever did that. But it's my guess that the standard tourist load on Oahu is darn near that most of the time these days. So maybe there will be nearly enough rental cars to go around

You can tour the whole island easily in a day, and see at least briefly most of the main attractions. You don't have time in a week, even without a convention, to *really* see and enjoy everything. Your role is sightseer, no matter how you slice it.

Now take my advice if time is important and you drive yourself. Do *not* go up the west coast on route 90. It has great scenery and some lovely places, but of the same type and not always as spectacular as the east coast and eastern north coast. Let your island tour, if you drive yourself, be up the center and down the east coast, or—better—up the east coast and down the center of the island. (That puts most lookouts on your right.) Skipping the west coast will save you time for stopping to see more on the east and north coasts. The distance for the tour I propose is hardly more than 90 miles out and back. Even with 35 mph limits on most roads, that plainly leaves you plenty of time in a day to stop and look. But if you go up the west coast you come to poor road before you get all the way up, and you would probably have to backtrack, losing precious time. Don't believe any map which suggests there is good road all the way around the northwest corner of Oahu.

Oahu is made up of two mountain ranges on the east and west coasts, with a rising valley between. The routes up the center traverse this valley, which is sugar at low altitudes and pineapples higher up, with beautiful mountain scenery left and right. The beaches, the surf, the peaks and the precipices on the east coast and some of the north coast are by far the most interesting to look at.

In fact, a very short drive, hardly more than an hour out of Waikiki, will show you perhaps the best of Oahu scen-

ery. Go east out of Waikiki on Kalakaua. Follow route 72 around Diamond Head and Koko Head and stop at all the lookouts. It's great surf to seaward and fascinating mountain and precipice to landward. The Big Sur coast of California has nothing on this short ride. A little beyond Koko Head is the famous blowhole, where the surf piles into a cave and comes spurting out of a hole in the roof like a mighty geyser. The color of the ocean is magnificent by itself. Continue driving and gawking until, near Kailua, you hit route 61. You now feel that you are a long way from Honolulu. But turn left on 61, up the short mountain, through the two short tunnels and—surprise—there is Honolulu below you. You are high up, amidst evergreens, on the Pali Highway, and it's downhill in a jiffy back to town. If you have time, turn off to the right partway down, on the Nuuanu Pali lookout road, for a short side excursion along a delightful road to a magnificent view of where you just were. Signs along the shoulder will say Kapu Honolulu Water Reserve. Kapu is not the name of the watershed. It means taboo, keep out, stay on the road, keep driving to the lookout, don't mess up our watershed. "Pali" means precipice, and you'll see how the Pali Highway got its name, though the road itself is at no point a hair-raiser to drive.

It's about 21 miles around the coast from Waikiki to the top of the Nuuanu Pali on 72 and 61, then only about five back down into Honolulu. Just beyond the blowhole, going out, is Sealife Park, on your left, which opens at 10 a.m. It is one of America's fine marine shows, with trained porpoises, whales, etc.

I take a dim view of buying packaged tours in Hawaii before you leave home, if you are unfamiliar with them and have other things to do besides touring. The people who sell them never seem to tell you how long they take, or on what days or at what times of day they are scheduled.

After you arrive they let you in on such details. It is possible to take some tours any morning or any afternoon—and others, any evening. But some may only be offered on certain days, whether you can arrange your plans to take them that day or not. At a Legion convention, Sunday is a day on which many set aside time for sightseeing. If you have bought a tour including the Polynesian Cultural Center (almost all the way up the east coast from Honolulu) it's a good bet that whoever sold it to you didn't tell you that it's an all-day tour or that the center is closed on Sundays.

The usual Polynesian Cultural Center tour also includes an all-day tour of Oahu as well.

Any packaged tour of one or more of the outer islands takes a full day.

ROYAL HAWAIIAN AIRLINES



A waterfall on Molokai seen from passing plane. Rows of similar falls tumble into sea along windward coast of the Big Island, or carve out green gorges like this one.

An Oahu island tour featuring the Polynesian Center, or one featuring Sealife Park, will each cover about the same ground. Anyone who buys both will be buying the same basic day-long bus ride twice, with a different lengthy stop featured.

Most of the tours on Oahu are pretty good ways to see the sights, but don't let anybody kid you that you can't buy them after you get there, when you can find out when they go and how long they take. You can't walk a Waikiki street or hotel lobby without tripping over desks selling the tours. Pamphlets describing them are found in racks in all the hotels.

Because they don't tell you in advance the time or duration of the tours, you could naively buy a package in advance that could take up all the time you have, with nothing left over for the convention you came to attend. Or you could buy an all-day tour that competes with the Legion parade or business sessions or committee meetings you want to attend, or an evening tour that competes with the National Commander's Dinner in the Hawaiian Village Coral Ballroom—to which you may have bought a ticket. The only sure way to avoid this is to buy such tours when you can discuss time and scheduling at the moment of purchase.

It's no more than ten or 15 minutes by car or cab from Waikiki up to the

(*Continued on page* 26)

Win one of four new Ford hardtops donated by the Seagram Posts.



Not a puzzle. Not a contest. No need to be at the Convention to win. For the 27th consecutive year, Seagram Posts 658, California; 807, Illinois; and 1283, New York are donating four new Fords to the American Legion National Convention Corporation. When you win, your post wins an extra $250, also donated by Seagram Posts.

Drawings to be held Thursday, August 23, 1973 at the Final Convention Session, Coral Ballroom, Hilton Hawaiian Village, Honolulu, Hawaii.

Here's how you enter:
Send in an official coupon (or mail a postcard or letter using the coupon as a guide). Do not send your membership card. All entries must be received no later than midnight, August 20, 1973.

Mail to:
The Seagram Posts
American Legion P.O. Box 15698
Honolulu, Hawaii 96815

Gentlemen:
I am a member of Post #_____ American Legion, or a member of Unit #_____ American Legion Auxiliary located in (City)_____, (State)_____.
Please enter my name in the free drawings for four Ford Galaxie 500 2-door hardtops, donated by the Seagram Posts to the 1973 American Legion Corporation of Hawaii. Drawings to be held Thursday, August 23, 1973 at the Final Convention Session, Coral Ballroom, Hilton Hawaiian Village, Honolulu, Hawaii. Entries must be received no later than midnight August 20, 1973. (Please print)

Name_____

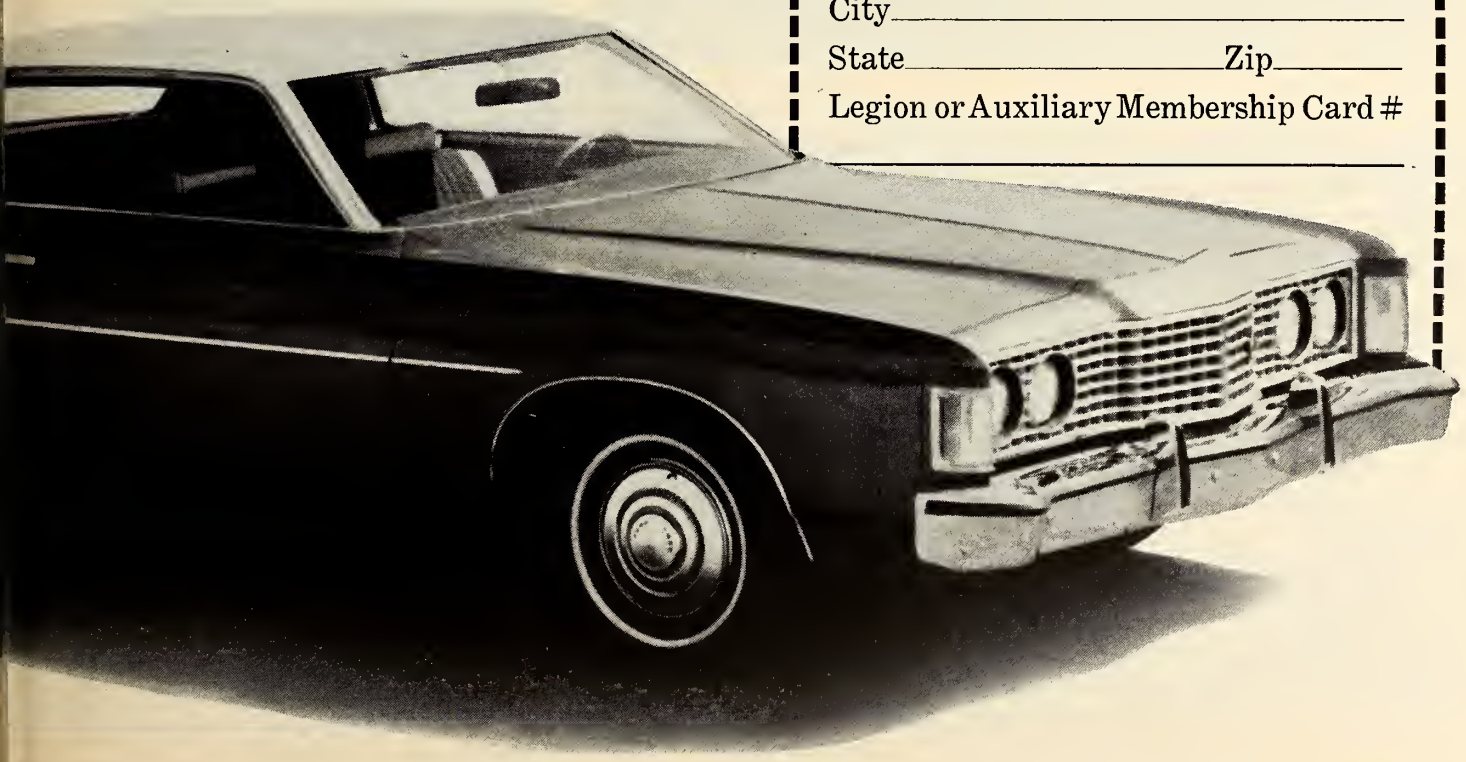
Address_____

City_____

State_____ Zip_____

Legion or Auxiliary Membership Card #

_____



ALL UNCREDITED PHOTOS BY THE AUTHOR



↑ Above, rounding the western tip of Maui. Lahaina boat basin is at right, Maui Surf hotel at Kaanapali stands at tip of cape, island of Molokai shows up dimly in distance. At left, part of Kaanapali Beach and Maui Surf hotel from the other side. ←



Punchbowl, and, unless there's a cemetery grave you want to visit, there isn't much point staying there above 20 minutes or so. It's well worth visiting, but quick to take in.

Taking a tour boat out of downtown Honolulu to visit Pearl Harbor will use



Japanese shrine in Lahaina includes biggest statue of Buddha outside of Japan.

HAWAIIAN VISITORS BUREAU, HONOLULU



Skiing on Mauna Kea on the Big Island in wintertime.

the better part of a morning or afternoon. My wife took one and said it was well worthwhile, though a few people got seasick and the private boat tours do not disembark passengers on the *U.S.S. Arizona* Memorial. There is no point in driving an automobile around Pearl Harbor to see the sights from land. You will see little that you don't see driving any neon-lit gas-stationed typical U.S. urban highway.

I wish I could say it is a great thing to go to the Navy's Halawa Gate at Pearl Harbor by car, bus or cab and take one of the Navy's free launches out to the

Arizona Memorial. It's about a ten-mile drive out past the airport from Waikiki. I arrived on a weekday in April at 9 a.m. The Navy parking lot was full of cars and buses, long lines of people were waiting to get aboard a launch, and more were pouring in every minute. By 9:30 an announcement was made that new arrivals wouldn't be able to get on a launch before mid-afternoon. Still, the Navy seemed to be doing the best it could with what it had.

The American Legion has joined with Hawaiian members of the Senate and House to ask for more ample Navy facilities for visits to the Arizona Memorial. In the last ten years the number of people showing up at the Halawa Gate has grown from 62,000 to 847,000 a year. Emily said she wished I had taken her to the Halawa Gate instead of letting her be the one to go on the Pearl Harbor commercial boat tour. Ha! She had the best of it.



Flying commuter plane up windward side of Maui, the pilot said: "In about ten seconds shoot over my shoulder and you'll catch a rock formation like the Statue of Liberty."

I couldn't wait in the parking lot in the sun until mid-afternoon to board a Navy launch, and I drove away after taking pictures of the lines of people. Another fellow was glad to take my parking space. By 9:30 the only way you could park nearby was to latch on to someone who was leaving, and take his space.

We found the food in virtually every Honolulu and Waikiki restaurant whose wares we could sample to range from good to very good, but in very few did we find *superlative* eating. Fisherman's Wharf, on the waterfront well west of Waikiki, is good, but don't confuse it with the San Francisco Fisherman's Wharf.



Hamoa Beach at Hana on Maui, which James Michener cited as the perfect Pacific beach.

Of course, Emily and I were fly-by-night judges. We could sample only a few places, and each just once. (We tried to have the same kind of experience you will have if you do Hawaii in a week or so. We sought no favors and followed our own noses.)

On eating, we disagreed in several instances with Howard Hillman's book "Hawaii at-a-glance," which you can easily buy in Honolulu for $1.95 plus tax. Nevertheless, we recommend it as an excellent guide to the tourist's Hawaii —and to Honolulu especially.

Our biggest differences with Hillman were in the matter of Trader Vic's (now located in an interesting tropical honky-tonk arcade called the International Market, on Kalakaua Avenue); of the Tahitian Lanai in the Waikikian Hotel, and of the Maka-Hiki Restaurant in the Hilton Hawaiian Village. Hillman gives each two stars. We would give Maka-Hiki four stars, and the others three at least.

Be warned that most restaurants to which Hillman gives three or four stars will require a reservation for dinner if you don't want to stand in line forever. There are hundreds of restaurants we were unable to sample, of course.

It was our experience that, without exception, the service and surroundings in every restaurant we visited were excellent in every respect. And we rated our meals no worse than good anywhere.

Tourists are offered all sorts of fancy cocktails, including one giant mixture of several potent brews called Tropical Itch. Being a WW2 veteran of New Guinea I asked why they didn't call it Jungle Rot, but nobody thought that was funny.

The featured local seafood is mahi mahi (*ma*-hee *ma*-hee), a dolphin (the dolphin fish, not the dolphin porpoise). To my taste it is fine fish, and the serving I had at Trader Vic's was the best of several orders I consumed. The same chain owns many Honolulu restaurants, including Trader Vic's and Fisherman's Wharf. The latter's mahi mahi was good, but Vic's was better. (*Turn to page* 41)

HAWAIIAN VISITORS BUREAU, HONOLULU



Looking into Hilo from seaward in winter. Twin peaks of Mauna Kea (right) and Mauna Loa are snowcapped.

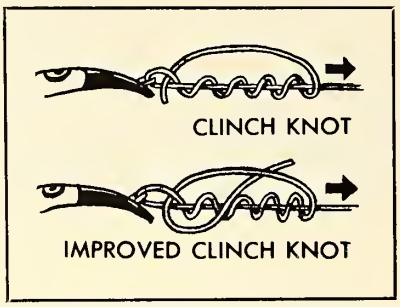
LIFE IN THE OUTDOORS

Fish Don't Break Lines

LAST MARCH Edwin Kennedy, fishing in Piñas Bay off the coast of Panama, established an unusual world's record: he caught a 126-pound Pacific sailfish on a fly rod with a *6-pound-test tippet*! How was such a feat possible? It helps to prove an important point, also shown in a survey conducted by the Newton Line Company—fish don't break lines: it's usually the fisherman.

Monofilament line is a modern miracle, and it has taken over almost all types of fishing, but anglers should know more about it than just its pound test. It's subject to deterioration due to rot and abrasion. It doesn't last forever. It loses strength with age, undergoing chemical changes that make it brittle. An indication of this is that it becomes stiff and wiry, in which case it should be replaced. Heat is one of its worst enemies, such as constant exposure to sunlight on the rear window shelf of a car. Ultra-violet also effects it. Abrasion is even worse. Just the act of passing through the guides wears the elongated molecules of the monofilament, reducing diameter and strength. The stretching when an angler plays a fish, or tries to pull loose from a snag, causes weakening abrasion. A sure way to ruin a line by twist is to keep turning the handle of a spinning reel when the fish is running against the drag. After every hour of fishing, the line should be run through the fingers to test for abrasions. After every fish caught, at least six feet should be discarded from the end of the line. Most anglers use the same line for two or three years. The champions use a new line for each trip; some change it every day! Few fish can break a new line on the right rod. Rig your tackle with new monofilament, tie the end to a tree and try to break it against the spring of the rod tip; it isn't easy.

Knots weaken lines, sometimes as much as 50%. Monofilament is self-cutting; bent



at a sharp angle, it will cut itself. The figure-eight is a cutting knot, as are half-hitches. For attaching lures, use the clinch knot which preserves almost 90% of the line strength. Pass the line through the eye of the lure, double it back on itself and spin the lure five times, then pass the end through the loop formed near the eye, and pull tight. For an improved clinch knot, finally pass the end through the second loop before pulling tight. If you're a smoker, for added security touch the end of your cigarette to the end of the line after the knot has been tied; it will melt the mono into a small knob to prevent slipping. Incidentally, it must be five turns. Four turns isn't enough; the knot won't hold. Six and seven turns can be self-cutting.



"Fred, it's the Club Manager, . . . he's out here making divots in *your* grass!"

THE AMERICAN LEGION MAGAZINE

A FACT worth remembering is submitted by Captain Bill Gaunce of Winona, Miss. The metal end of the safety belt on some cars is a fine bottle opener.

BEFORE loading your car trunk with duffle for your next outdoor trip, line the bottom with a sheet of plastic, advises E. E. Simmons of Chicago, Ill. It'll help keep the trunk clean, especially if there's any spillage. The plastic will come in handy for other purposes, too.

TOAST on your camping trip? R. Miller of Lansing, Mich. has a way. Find a forked stick and wrap a piece of wire back and forth across the fork, then lay the bread on it and toast it over your campfire.

A FISH can't feel a hook; it runs to escape the restraint of the rod. When one is too heavy for your line, stop it before it empties your reel by letting it run with no drag. Then catch up to it and repeat until it's nearly "run out."

CIGARETTE ashes will polish your spoons and spinners, also the scratched crystal on your watch or compass, writes Alfred Geissler of Terre Haute, Ind. Just wet a paper tissue, dip it in the ashes and scrub. The ashes act as a fine abrasive.

A STAFF, or pole, is a good thing to carry when wading a trout stream; it might prevent a dunking. Bill Schneider of Helena, Mont., carries an aluminum tent pole on a leather line he ties to his belt. He uses it not only to keep his balance, but to test the depth of the water before each step.

IF YOU'RE right-handed, your right glove usually wears out faster than the left. The remedy, says Scott Redington of Big Horn, Wyoming is to buy two pairs of gloves. Then when the right one wears out, turn a left glove inside out and it becomes a right. You'll need only one left for three rights.

CLAMP-ON sinkers tend to slip when fastened to monofilament line. Charles Mathis of Wildwood-by-the-Sea, N.J., claims he has the answer. He inserts a paper match into the sinker's slot before attaching it; the paper swells in the water, holding the line fast.

SHOULD you get a skunk under your cabin (and it happens oftener than you might think), you can't shoot him; if you do, you might as well burn down the cabin. Mrs. Mabel Ebsen of Superior, Neb. had a solution. She took a long tree limb, smeared sardines on one end and offered it to the skunk. He followed it out with no argument.

If you have a helpful idea for this feature send it in. If we can use it we'll pay you $5.00. However, we cannot acknowledge, return, or enter into correspondence concerning contributions. Address: Outdoor Editor, The American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y. 10019.

VETERANS NEWSLETTER
A DIGEST OF EVENTS WHICH ARE OF PERSONAL INTEREST TO YOU
JULY 1973

TWENTY-SIX STATES READY TO HONOR VETERANS DAY ON NOV. 11:

As of June 5, 26 states reportedly have law calling for the observance of Veterans Day on Nov. 11—contrary to federal law which proclaims the fourth Monday in October (Oct. 22, this year)—a date meaningless to vets but useful to commercial interests. . . A year ago, only three or four states were on the traditional side of the ledger. . . Strong legislative action at local levels did it. . . The states: Alaska, Ariz., Ark., Conn., Fla., Ga., Ill., Ind., Iowa, Maine, Mich., Miss., Mo., Neb., N. H., N. M., N. C., N. D., Okla., Ore., Pa., Tenn., Vt., Va., W. Va., and Wyo. . . Similar bills are known to have failed in Wash., Mont., and Minn. . . Congress might note what the home folks are doing.

LEGION POSITION ON RECOMPUTATION OF MILITARY RETIREMENT PAY:

At last count there were more than two dozen bills introduced in the U. S. Congress on the subject of re-computation of military retirement pay to correct inequities created when the retirement system was restructured in 1958. . . Briefly, that law calls for retirement pay to be computed on the base pay of the retiree while on active duty plus increases tied to the Consumer Price Index by a formula that adjusts retiree pay upward three months after a rise of at least 3% in the Index. . . The big problem is that the CPI has not risen as rapidly as have active duty pay scales. . . Thus, service personnel retiring currently may receive up to 1 1/2 times more retirement pay than pre-1958 retirees of the same rank and years of service.

Since 1958, The American Legion has consistently supported recomputation of military retired pay and has presented testimony before Congress. . . The current resolution (#338, 54th National Convention, Aug. 1972, Chi., Ill.) endorses and supports legislation to equalize military retired pay by recomputing on the military pay rates currently in effect for active duty personnel. . . Res. #338 also endorses and supports legislation providing for a military survivor annuity program identical to the Civil Service Annuity which is equal to 55% of the retired pay at a time of death based on 2.5% of the first $3,600 of the annuity elected, and 10% of the amount above $3,600 as premiums of the annuity now and in the future. . . The last is promulgated so that all military retirees may, if they desire, leave some portion of their retired pay to surviving dependents. . . This position was included in testimony to the House Armed Services Special Sub-committee on Retired Pay Revisions in Oct. 1972 and in more recent testimony before the Senate Armed Services Committee. . . It will also be included in forthcoming appearances before the Senate and House Appropriations Committees. . . The American Legion meets regularly with other prominent organizations which share our position on recomputation and other defense issues in order to coordinate legislative efforts.

STEP TWO OF POSTAL RATE INCREASE PROGRAM BOOSTS MAILING COST FOR LEGION MAGAZINE AND OTHER MAILERS:

On July 6, 1973, the second round of a phased five-to-ten year program of postage rate increases will be placed in operation. . . Affected will be second-class, controlled circulation publications (such as this magazine), third-class bulk mail for qualified non-profit organizations and special fourth-class and library fourth-class mailers. . . For the magazine, the increase will amount to about 20% this year with a similar boost tacked onto remaining phases of the planned ten-year program. . . Cost to mail the magazine will approximate $372,000 this year, go over $400,000 in 1974 and reach $1 million in 1980!

Legion representatives have appeared before committees of Congress seeking relief from these rapidly rising postal costs and have been asked why the Legion Magazine doesn't seek more revenue from advertising and by raising dues to members. . . To knowledgeable persons, it's pretty obvious that advertising revenue—and for that matter, circulation—can't simply be increased at will without tremendously affecting a publication's financial balance. . . The departure from the scene of Life and Look magazines and the merger and bankruptcy of several others point up that fact. . . It's also pretty obvious to Legionnaires that dues can't be raised every time the U. S. Postal Service raises second class postal rates. . . Even if the objective were to keep up with postal costs the increased revenues from higher dues

VETERANS NEWSLETTER

would not be fully available for 18 months to two years—by which time another increase would be necessary because of another postal hike. . . Minus, of course, revenue lost because a certain percentage of Legionnaires would drop out in protest against higher dues. . . And, this would not cover as yet unplanned postal increases which might become necessary in the future because of other cost factors.

The American Legion Magazine is not alone in this predicament. . . The same fate awaits the Legion's Auxiliary National News, all other Legion department publications mailed at the second-class, non-profit rate, other veterans publications, and religious, labor, social, agricultural and other non-profit mailers.

The American Legion feels that there is only one place left to seek relief, and that is in the U. S. Congress—which chartered the Legion almost 55 years ago and which has historically and properly found it necessary to create preferential postal rates for non-profit publications in the public interest. . . There are now bills in both Houses which would provide some measure of relief by removal of a 1.5¢ per piece surcharge and the imposition of a rate freeze as of July 1972 for the first 250,000 copies of such non-profit publications. . . Sen. Jennings Randolph (W. Va.) introduced S1395 in the Senate and Rep. Lawrence Hogan (Md.) introduced a companion measure, HR6157, in the House. . . There is considerable interest in the Congress on this matter and on the whole question of postal service today. . . Your letters to your Senator and Congressman may help procure relief through adoption of the above mentioned bills or similar legislation.

Go back now to the opening paragraph of this article. . . There's something here for a lot of folks. . . Note that the rates will also increase in third class bulk mail for qualified non-profit organizations. . . This means that the Legion post or other organization which bulk mails its announcements or other items will face increased costs too. . . Likewise, city, town and school libraries which mail and receive books under the special fourth-class and library fourth-class rates.

INDIANA AND MINNESOTA NOW HAVE BONUS PLANS FOR VIETNAM ERA VETS:

The states of Indiana and Minnesota now have bonus plans for vietnam era veterans. . . Here are some brief details about Indiana's plan. . . Vets who served in Southeast Asia anytime from July 1, 1958 until the Vietnam War is declared over will receive $200. . . If the veteran has a 10% or more disability, he will get $500. . . Next of kin of persons killed in the Vietnam War will receive $600. . . At last reports, the law was to become effective September 1973. . . For further information and application, contact Indiana Dep't of Veterans' Affairs, 707 State Office Building, 100 North Senate Ave., Indianapolis, Ind. 46204.

The 12th state in the nation to enact a bonus law for Vietnam era vets is Minnesota. . . Payments will be made at the rate of $15 per month for both domestic and foreign service up to a maximum of $300. . . Veterans entitled to the Vietnam Expeditionary Medal or Vietnam Service Medal will get an additional $300. . . Any veteran who was a prisoner of war or missing in action will receive $1,000 in lieu of all other payments. . . Next of kin of veterans who died of service-connected causes will receive $1,000. . . Because it will probably be several more months before the bonus can get into motion, it is suggested Minnesota eligible Viet vets contact the Minnesota American Legion, State Veterans Service Bldg., St. Paul, Minn., 55155 for information and/or applications.

ARKANSAS IMPROVES ITS LAWS ON RE-EMPLOYMENT RIGHTS FOR RESERVE MEMBERS WHO ARE STATE EMPLOYEES:

Federal law provides that an employee shall not be denied retention in employment, promotion, or other advantage of employment because of obligation as a member of a reserve component of the U. S. armed forces. . . The law protects those in federal employment or private employment but not those in the employ of a state or political subdivision. . . When Congress passed the federal law it left it up to the various states to write their own protective legislation. . . In May, the Arkansas Legislature adopted law which would provide improved protection of state employees caught in this fix.

NEBRASKA HAS FREE TUITION FOR CHILDREN OF POW-MIA'S:

Nebraska now has law providing free tuition for children of POW-MIA's. . . . States which had previously passed tuition assistant legislation for POW-MIA dependents are: Ala., Alaska, Ark., Cal., Colo., Fla., Ga., Idaho, Ill., Ind., Iowa., Kans., Ky., La., Maine, Mass., Miss., Nev., N. H., N. Y., N. Dak., Ohio, Pa., R. I., S. Car., S. Dak., Tenn., Tex., Va., Wash., and Wyo.

NEWS OF THE AMERICAN LEGION AND VETERANS AFFAIRS

JULY, 1973

"No Aid to N. Vietnam," Says Legion Nat'l Exec Committee

Legion leaders vote strict prohibition against any assistance to N. Vietnam; say Viet vets come first; urge that Vietnam era eligibility date should be kept open because of continuing hostilities in Southeast Asia.

The American Legion's National Executive Committee—reflecting a strong and deep band of similar sentiment across all levels of the Legion, and indeed, the whole nation—turned thumbs down on the idea of any aid to rebuild North Vietnam when it held its annual spring meeting in National Headquarters at Indianapolis, Ind., May 2-3 under the chairmanship of National Commander Joe L. Matthews.

The Legion leaders urged the strictest prohibition against "the contribution of American dollars, goods, and/or services by any corporation, organization, association, group or individual" to North Vietnam and called for legislation or presidential directive against the possibility of aid to that nation.

"The responsibility for the economic reconstruction of the aggressor nation lies properly and primarily with Soviet Russia and Communist China, the powers that supported and supplied the military aggression of the North Vietnamese," said the Committee, noting that any benefit for North Vietnam would be at the total or partial disregard of the hard earned wants and needs of Vietnam era veterans.

During its two-day session, preceded by two days of Legion national commission and committee meetings, the National Executive Committee approved a total of 46 mandates. A Digest of Resolutions approved follows this story.

A Special Committee, appointed by Nat'l Cmdr Matthews, to study the effect of the "Agreement on Ending the War and Restoring Peace in Vietnam" on eligibility cutoffs dates for membership in The American Legion met just prior to National Executive Committee sessions and delivered its report to that body. Under the chairmanship of Francis L. Giordano (N.Y.) it determined that (1) The conflict in Southeast Asia did not end on January 27, 1973 and that date should *not* be used as a cutoff date for membership in The American Legion and (2) The Legion should *continue* to accept into membership those who served honorably in the Armed Forces from August 5, 1964 until such time as it is conclusively demonstrated that hostilities have definitely terminated. Vietnam era eligibility guidelines thus remain as originally stated.

One of the most important resolutions approved by the Committee seeks to amend the Constitution of The American Legion (subject to action of the next National Convention in Hawaii) by requiring that the dues of members be forwarded by departments to the national organization within 30 days. At present, the Constitution does not specify a time period. The move was initiated because sufficient letters had been received in the past several months by National Headquarters from Legionnaires complaining of non-receipt of this magazine and other communications to indicate that a fairly serious problem existed.

Dues are paid by the member to his post and a portion of them are forwarded from there to his department for transmission to National Headquarters. The funds make possible national programs and entitle each Legionnaire to receive 12 consecutive monthly issues of The American Legion Magazine beginning with notice at Nat'l Hq that he has paid his annual dues. If his dues are paid early in one membership year and late in the next so that there is a gap of more than 30 days between the two subscription periods, then his name automatically goes on the expire list. Only when the magazine renewal card is received at Nat'l Hq informing the Circulation Department that the member is in a paid-up status is he entitled to receive 12 more issues. Starting then, from 45-60 days could elapse before he might receive his next copy. The larger the gap between his dues-paying periods, for whatever reason, the larger the gap between magazine deliveries.

A sizable disruption in the cash flow necessarily hampers the operation of the national organization and could damage or destroy it completely, a condition that would surely be reflected on department organizations. This resolution is designed to eliminate interruptions in the dues-paying process.

Looking ahead to the 200th Anniversary of our nation's founding, the Committee approved a resolution from the Legion's Special Spirit of '76 Committee to create an expanded Boys Nation/Girls Nation program for 1976 in conjunction with the Legion's Americanism Division and the national Auxiliary organization. As presently planned, the project would involve an internship type program in cooperation with the U.S. Congress and major evaluation by the youngsters of the role of the Continental Congress in bringing about the American system of constitutional government. Particulars of the developing program

National Membership Bulletin

As of June 4, national membership in The American Legion for 1973 totaled 2,623,759 as compared to 2,642,820 for the same date in 1972. Five departments—Arizona, Maryland, South Dakota, North Dakota and Panama, C.Z., have made all-time highs. Ten dep'ts, the five above, plus New Mexico, Philippines, France, Louisiana and Wyoming have gone over last year's final membership and 23 reached their nationally assigned goals.

Auxiliary Helps Legion With $$$



JOHN ANDREOLA

Nat'l Auxiliary Pres. Mrs. T. G. Chilton presents checks totaling $50,000 to Nat'l Cmdr Matthews in support of Legion programs during Nat'l Executive Committee meeting at Nat'l Hq. The breakdown: $20,000 for Veterans Affairs & Rehabilitation, $20,000 for Children & Youth and $10,000 for the Legion's Child Welfare Foundation, Inc. Auxiliary contributions have totaled $50,000 a year for the last 11 years.

Ex-POW Addresses Committee



JOHN ANDREOLA

Ex-POW Col. James H. Kasler of Indianapolis addresses Nat'l Executive Committee Banquet during spring meeting. A prisoner of the North Vietnamese for more than six and a half years, the Air Force jet ace described his ordeal with vivid accounts of torture at the hands of his captors and blamed anti-war groups for prolonging the war with their efforts.

and the expenditures necessary to accomplish it are subject to continuing review by the National Finance Commission and the National Executive Committee.

Several resolutions were adopted which seek clarification, enforcement and strengthening of veterans employment and re-employment rights.

Some veterans affairs and rehabilitation mandates approved sought insured and direct educational loans for eligible veterans and the same eligibility requirements for entitlement to automobiles for Vietnam era vets as now provided to certain disabled WW2 and Korean War veterans.

Among other items reported to the Committee:

• Here is the list of future National Conventions, subject to the continued approval of the National Executive Committee: Miami Beach, Fla., Aug. 16-22, 1974; Minneapolis, Minn., Aug. 15-21, 1975; Seattle, Wash., Aug. 20-26, 1976 and Denver, Colo., Aug. 19-25, 1977.

• Over 75,000 Golden Legionnaire Certificates have been printed and distributed since the program started just over a year ago. The certificates recognize Legionnaires with 50 or more years of continuous membership and are available from the Membership Division at Nat'l Hq.

• The National Membership Workshop will be held at Nat'l Hq on Aug. 2-3, to help plan the 1974 membership campaign. Four District Commander's Training Seminars will follow on the weekend of Sept. 8-9 with the Western Seminar at Boise, Idaho, the Southwestern Seminar at Vicksburg, Miss., the New England Seminar at Providence, R.I., and the Southeastern Seminar at Charleston, S.C.

• The fall 1973 meeting of the National Executive Committee will be held at Nat'l Hq Oct. 17-18, preceded by meetings of the national commissions and committees and the Conference of Dep't Commanders and Adjutants on Oct. 15-16.

• The 1974 Washington Conference will be held Mar. 4-8 with the National Commander's Banquet to the Congress of the United States scheduled for March 6.

• The spring 1974 meeting of the National Executive Committee will be held at Nat'l Hq May 1-2, preceded by meetings of the national commissions and committees.

• The fall 1974 meeting of the Nation-Executive Committee is presently scheduled for Oct. 9-10 with the commissions, committees and commanders and adjutants meeting on Oct. 7-8.

Digest of Resolutions

Here is a digest of the resolutions adopted by the National Executive Committee at its May 2-3 meeting in Indianapolis. The identifying number follows each resolution in parentheses.

• Unequivocally opposes any aid to North Vietnam and calls for absolute prohibition against same by the President and the Congress. **(28)**

• Proposes amending Legion Constitution to provide that dues for members collected by departments be forwarded to National Headquarters within 30 days. To be acted on at next Legion National Convention. **(2)**

• Authorizes an expanded Boys Nation/Girls Nation program honoring the Bi-centennial of the U.S. in 1976. **(46)**

• Sponsor and support legislation to establish a program of insured and direct educational loans for eligible veterans. **(29)**

• Urges amendment of dual compensation provisions of the law to exempt employment with the VA Dep't of Medicine & Surgery. **(11)**

• Establish a nursing home care program at the Veterans Center, Rizal, Philippines. **(12)**

• Support legislation authorizing VA outpatient treatment of veterans' nonservice-connected disabilities. **(13)**

• Sponsor and support legislation to provide Vietnam Era veterans with the same eligibility requirements for entitlement to an automobile as now provided certain disabled WW2 and Korean War veterans. **(14)**

• Support legislation to increase the burial benefit payable in service-connected deaths. **(15)**

• Oppose enactment of legislation that would remove existing attorney or agent fee limitations and penalty provisions in claims before the VA. **(16)**

• Urges maximum implementation of all aspects of the Veterans' Employment and Readjustment Act of 1972. **(9)**

• Opposes proposals which would provide judicial review of decisions by the Administrator of Veterans Affairs on claims for benefits. **(10)**

• Supports legislation to authorize VA Administrator to regulate interest rates on GI home loans. **(25)**

• Sponsor and support legislation to provide hospital care and medical services to aliens who received service-connected disabilities as a result of service in the U.S. armed forces in time of war. **(30)**

• Seeks clarification of veterans' reemployment rights with the Postal Service upon return from active duty in the armed forces. **(3)**

• Supports legislation to provide reimbursement to employers for workmen's compensation cost of disabled service-connected veterans who sustain subsequent injury in the course of employment. **(4)**

• Supports legislation to provide veterans reemployment rights protection to persons who leave other than temporary, pre-service employment with state and local government employers to serve in the armed forces. **(5)**

• Sponsor and support legislation to provide that the definition of "eligible veteran" in the Veterans' Employment and Readjustment Act of 1972 be amended to include only veterans who served during wartime. **(6)**

• Opposes legislation to extend benefits of the Veterans' Preference Act of 1944 to peacetime veterans, and to establish termination of the

Legion Children & Youth Commission Meets



JOHN ANDREOLA

During the spring meeting, the Legion's Nat'l Commission on Children & Youth held sessions with similar bodies from the Auxiliary, the Le Chapeau National and the Eight & Forty. It recommended resolutions on juvenile delinquency prevention, foster care for children and Legion affiliation with the U.S. Alliance for the Eradication of Venereal Disease, all of which were approved by the Nat'l Exec Committee.

SAL National Executive Committee Holds First Meeting



JIM SWARTZ

Shown above is the first meeting of the National Executive Committee of the Sons of The American Legion at Nat'l Hq., Indianapolis, Ind., on April 28-29, under the chairmanship of SAL Nat'l Cmdr Robert H. Faust (Cal.). Thirty-one youthful officers attended the meeting at their own expense. They meet next at the Honolulu Convention.

Vietnam Era for the purpose of discontinuing preference under that act. **(7)**

- Sponsor and support legislation to provide for veterans preference in all job and job training activities financed through federal funds. **(8)**
- Changes names of Aeronautics and Space Committee of the Legion in all designations to Aerospace Committees. **(31)**
- Endorses issuance of special commemorative postage stamp honoring J. Edgar Hoover. **(23)**
- Backs provisions for death penalty for certain crimes. **(27)**
- Opposes changes in the rule of three for selecting appointees in federal civil service jobs. **(26)**
- Continues support of the F.B.I. and requests the President to speedily appoint a new permanent Director on a non-partisan basis. **(32)**
- Reaffirms support for Constitutional Amendment to provide voluntary prayer in public buildings. **(33)**
- Urges departments and posts to support state legislation to improve services for children living in foster homes. **(35)**
- Supports Youth Service Bureau concept and programs. **(36)**
- Urges President to declare "National Family Week" during Thanksgiving period. **(37)**
- Urges Congress to enact legislation to improve the juvenile justice system and develop methods to prevent and treat juvenile delinquency. **(38)**
- Rescinds National Americanism program non-legislative policy resolutions which are out of date or which have been accomplished or superseded. **(34)**
- Concerns specifications, bids and contracts for National Emblem Division merchandise. **(39)**
- Rescinds Emblem Committee non-legislative policy resolutions. **(40)**
- Asks approval to reimburse The American Legion for life insurance expenses. **(41)**
- Authorizes use of American Legion life insurance funds for assistance in the furtherance of the Legion's baseball program. **(42)**
- Authorizes creation of a Mr. & Mrs. Thomas E. Whelan Scholarship Fund. **(43)**
- Approves Legion membership in the U.S. Alliance for the Eradication of Venereal Disease. **(44)**
- Approves special funding of Legion public relations program "Be Counted Again." **(45)**
- Approves five-year contract for The American Legion Magazine to be printed by the Baird-Ward Printing Co., Nashville, Tenn., commencing with September 1973 issue. **(1)**
- Authorization for presentation of Canadian Friendship Awards. **(17)**
- Authorization for presentation of International Amity Awards. **(18)**
- Authorizes issuance of temporary charters to the following posts in the Dep't of France: Post 77, Madrid, Spain; Post 12, Nurnberg, W. Germany; Post 17, Bad Kreuznack, W. Germany; Post 30, Wurzburg, W. Germany and Post 78, Karlsruhe, W. Germany. **(19) (24)**
- Authorizes issuance of temporary charter to Post 8, Newfoundland in the Dep't of Canada. **(20)**
- Establishes procedure for handling matters originating from SAL National Conventions and SAL National Executive Committees. **(21)**
- Urges local cooperation in anti-litter and environmental improvement programs. **(22)**

Hawaii National Convention

An estimated 25,000 Legionnaires and family members will journey to Honolulu, Hawaii for the 55th National Convention of The American Legion, Aug. 17-23, in what is being billed as the largest non-military, intercontinental air movement of people ever to take place. (A tourist's eye-view of Honolulu and some of the Hawaiian Islands begins on page 18.)

Some 125 jet aircraft reportedly will be involved in the airlift from U. S. mainland cities to Honolulu on Aug. 16, 17, 18 and 19 and on the homebound flights set for Aug. 23, 24, 25 and 26 with the heaviest movement of people probably occurring on the first two days of each leg of the trip.

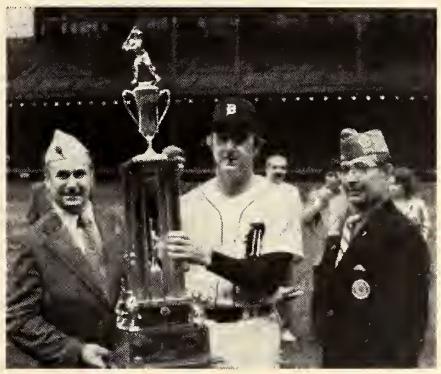
This convention differs somewhat from the usual mainland conclave. At mainland conventions, it is always difficult to determine *exactly* how many people attend. Though all who procure housing through the Legion's Convention Corporation are counted because they must pay a registration fee, there are many Legion families who get to the convention on their own, attend some or all of the events and do not register. They may drive in to the convention city in the family car, or come by bus, train or plane, stay for one or more days and then go home . . . uncounted. If they live in or near the convention city, it's a good bet they make daily trips back and forth without registering.

But, because the State of Hawaii is a group of islands, and the only way to get there is by plane or boat, the convention housing and air travel were necessarily linked together. Most convention-goers will be traveling under the Hawaii package plan as offered by the American International Travel Service. The balance will be traveling under tour plans offered by other agencies. All convention-goers who procure housing through the Convention Corporation will have to register. This serves to prevent chaos in the assignment of hotel rooms. Thus, this convention should produce both the most accurate count of people who have ever traveled to a city for the express purpose of attending a Legion convention *and* the largest group of Legion national convention registrants in many years. The cost to register is $5.00 for each person (with the exception of minor children) who procures housing through the Convention Corporation. Though there will be no musical and marching contests, it is likely some units will still go to Honolulu. The cost to register members of musical units will be $1.00 per member.

Another change from the usual national convention is the fact that there will be no drum and bugle corps championship contests, mainly because of the cost involved in airlifting large marching and musical units along with their instruments and other equipment. The units which won championship honors at the Chicago National Convention in 1972 therefore remain champions until the 1974 final contests take place.

Some of the guests thus far invited to the convention include: Robert E. Hampton, Chmn, U. S. Civil Service Commission; Admiral Noel A. M. Gayler, USN, Commander-in-Chief, Pacific; Rear Admiral James B. Stockdale, USN, a repatriated POW; Donald E. Johnson, Administrator of Veterans Affairs; Frank H. Farley, Dominion President, Army, Navy and Air Force Veterans in Canada; Robert G. Smellie, Dominion President, The Royal Canadian Legion; T. Y. Chao, Chmn, Vocational Assistance Commission for Retired Servicemen, Taipai, Taiwan, Republic of China; Frank L. Goffio, Executive Director,

Legion Baseball Award



Al Kaline, Detroit Tiger baseball star, receives Legion's Baseball Graduate of the Year Award from Nat'l Vice Cmdr Donald L. Gruenbaum (right) at Detroit's Tiger Stadium in May. Assisting with presentation is Michigan Dep't Cmdr George D. Johnson. Kaline, now in his 20th year of major league baseball, played for Westport Post 33, Westport, Md., in 1952.



Aerial view of the Hilton Hawaiian Village complex on Waikiki Beach, site of the Legion's 55th National Convention. Tall building shown is the Rainbow Towers. Flat-roofed building, lower right, will hold convention sessions, Nat'l Cmdr's Banquet and Nat'l Hq staff offices. Forested area, left, is U.S. Army's Fort De Russy.

CARE, Inc., and American Legion Youth Program Representatives. The Honorable John A. Burns, Governor of Hawaii and the Honorable Frank F. Fasi, Mayor of Honolulu are scheduled to welcome Legionnaires to Honolulu and Hawaii.

Here are some of the most important convention sites.

• The National Convention Headquarters Hotel will be the Hilton Hawaiian Village (see photo) and except where otherwise noted, *all* functions, including convention sessions, will take place somewhere in these facilities. The National Headquarters Office will be located in the Exhibit Hall on the same site. (HHV will signify Hilton Hawaiian Village from this point on.)

• Convention Corporation Headquarters will be at the Hawaiian Regent Hotel.

• The American Legion Auxiliary Headquarters Hotel will be the Sheraton Waikiki.

• The Eight & Forty Headquarters Hotel will be the Ilikai Hotel.

The following is a chronological list of events with sites, dates and times (where known) as presently scheduled.

• **Friday, Aug. 17:** Standing Commissions and Committees begin meetings at HHV (except for National Security and Foreign Relations Commissions which meet at Ilikai Hotel).

• **Saturday, Aug 18:** Standing Commissions and Committees complete meetings. American Legion Press Ass'n Banquet, 7:00 p.m., Regent Room, Hawaiian Regent Hotel. Second Annual Sons of The American Legion Convention, Tapa Gardens (1st Session).

• **Sunday, Aug. 19:** Convention Committees begin meetings at HHV (except for National Security and Foreign Relations Commissions which meet at Ilikai Hotel). National Executive Committee holds its pre-convention meeting at 2:00 p.m., Coral Ballroom IV, HHV. The American Legion Patriotic and Memorial Service will take place in the Long House, HHV, starting at 4:00 p.m. American Legion Press Ass'n General Meeting and election of officers, 2:00 p.m., Regent III, Hawaiian Regent Hotel. Final Session of Sons of The American Legion Convention.

• **Monday, Aug. 20:** Convention Committees complete meetings. At 10:00 a.m., the National Convention Parade steps off from Ft. De Russy, east on Kalakaua Ave. to Monsarrat Ave. at Kapiolani Park. The Reviewing Stand will be located on the south side of Kalakaua Ave. at Kealohilani Ave. The National Commander's Banquet to Distinguished Guest will take place at 7:30 p.m., Coral Ballroom, HHV.

• **Tuesday, Aug. 21:** Opening session of The American Legion's 55th National Convention. National Commander Joe L. Matthews raps the gavel to begin business at 9:00 a.m., in the Coral Ballroom.

• **Wednesday, Aug. 22:** Second session of The American Legion's 55th National Convention. American Legion Auxiliary States Dinner, 8:00 p.m., Ballroom, Sheraton Waikiki Hotel.

• **Thursday, Aug. 23:** Third and final session of National Convention, concluding with the election of national officers by the delegates, followed by adjournment. The Post-Convention Meeting of the National Executive Committee will then take place.

Following the final convention session the 27th Annual Drawing for the four Ford automobiles will be held in the convention hall. These cars are annually donated by the Seagram Posts of The American Legion, (#807, Ill., #658, Calif., and #1283, N.Y.) along with $250 which goes to the post of each winner. There is no need to be present at the convention to win. Simply fill out the coupon which appears in the Seagram ad on page 25 and mail it in to the address indicated on the coupon to get your free chance at winning one of these cars. An additional coupon will appear on these pages in the August issue of News of the Legion.

Though some Legionnaires and families have contracted for additional tours following the convention, most will be homeward bound starting on the evening of Aug. 23rd and continuing through Aug. 26.

Last minute details of the 55th National Convention will be published next month.

Legion Commemorative Bottle



Here is the Legion's 1973 Commemorative Bottle as created by the Ezra Brooks Distilling Co., in honor of the 55th National Convention in Honolulu. Made of genuine Heritage china and emblazoned in 24 carat gold, it will hold 12-year-old bourbon and be on sale in very limited quantities in both Honolulu and on the U.S. mainland during August. The molds will be destroyed after distribution, so it's almost sure to become a collector's item. Contact your local wholesale liquor dealer or Legion post equipped with bar facilities for details of purchase in your state.

Stamp Show in Buffalo, N.Y.

Several thousand persons visited **Post 799, Buffalo, N.Y.,** during the three days of Palm Sunday weekend in April and viewed 109 frames of stamp exhibits in open competition, as well as the United States Postal Administration's historic Lunar Post Office which showed the cover that was cancelled on the moon.

The ribbon-cutting opening the exhibit was performed by Congressman Thaddeus Dulski, who left a hospital sick bed to attend, and by Harold Tucker, Buffalo postmaster. Congressman Dulski applauded the United Nations stamp, "Stop Drug Abuse," as signifying the worldwide fight against illicit trade and misuse, and the UN efforts to co-ordinate the work of many countries.

In honor of Nicolaus Copernicus, the U.S. Post Office presented a special Copernican Pictorlal Cancellation. Her Majesty's Post Office of Canada also had a special Copernicus cancellation and the UN Post Office featured a distinctivc Plewacki (Post 799) exhibit imprint.

Trophies were awarded to stamp and coin exhibit winners in various categorics. Awards were given to several individuals for their contributions to philately on local and national levels.

Memorial Day Safety Drive

The Kansas Legion sponsored its 14th Annual American Legion Light Up and Live traffic safety Memorial Day campaign in a determined effort to cut down on highway accidents and fatalities over the 78-hour Memorial Day weekend.

On Friday, May 25, between 5 and 7 p.m., Legionnaires were stationed at each major stop sign, turnpike entrance, and on the edge of each Kansas city in every direction. A safety brochure and leaflet provided by the Kansas Highway Dep't was placed in every car as it stopped. The motorist was also urged to turn his lights on and fasten all seat belts.

BRIEFLY NOTED



Freedom Tree dedicated at Valley Forge.

F. Rodney Loper (left in photo) and James K. Beaverson, commanders of the **8th and 22nd Districts,** respectively, were among about 500 who attended the dedication of a Freedom Tree at Freedoms Foundation, Valley Forge, **Pa.,** honoring the POWs, MIAs, and all who served in Vietnam. A number of recently repatriated POWs attended, as did Art Bressi, of Mechanicsburg, vice chairman, Dep't POW Committee. The dedication was performed by the Nat'l League of Families.

Leslie Strand, of **Silver Spring, Md., Post 41,** has for the third straight year won the International Organ Competition in Tokyo. He defeated 35 entrants from 15 nations. Before going to Tokyo, this Legionnaire, who uses Les Strand as a stage name, won a U.S. title by outscoring 90 entrants before a jury of musicians and composers.

Thomas W. Miller, 54 Years A Legion Leader, Dies at 86 in Nevada



DONATO LEO, SCOPE ASSOC.

Thomas W. Miller

Thomas W. Miller, 86, of Reno, Nev., the ranking member of the Nat'l Executive Committee, a Founder of the Legion, and Past Nat'l Cmdr by act of the 1968 Nat'l Convention, died on May 6. He had been in poor health for about a year. He was a member of Congress before WW1. He obtained the Legion's Charter from Congress in 1919. At the time of his death he was a member of the Nat'l Executive Committee's Subcommittee on Committees and of the Advisory Committee to the Nat'l Commander. He was chairman of the Nat'l Legislative Commission's Liaison Committee.

Lt. Col. T.W. Miller, then of Delaware and the 79th Div., was vice chairman at the Paris Caucus (the first organizing meeting of the Legion, March 15-17, 1919) and presided over one of the two meetings. Miller was also secretary of Lt. Col. G. Edward Buxton's committee on constitution that first enunciated the Legion's ideals at the Paris Caucus.

Notably among his many areas of service to the Legion, Miller was Nat'l Executive Committeeman from Delaware (1919-28) and Delaware Dep't Cmdr (1932-33), and was Nevada Dep't Cmdr (1943-44) and Nat'l Executive Committeeman (1946-73).

Miller and former Senator Luke Lea of Tennessee were the Legion's original legislative committee. As Lea was necessarily busy elsewhere, Miller carried the legislative ball for the Legion throughout most of its first year. He obtained the Legion's charter from Congress, and continued to represent the Legion in Congress and in the White House without pay until he resigned to identify himself with a political campaign.

He introduced John Thomas Taylor to the Legion and its legislative program. Taylor for more than 25 years was the Legion's colorful, flamboyant and effective lobbyist in Washington.

Miller served on a committee named by President Warren G. Harding to study a proposal to take the veterans program out of three agencies and put it all into one agency. This committee, headed by Charles G. Dawes (later vice president under President Calvin Coolidge), endorsed the Legion's idea of one agency.

President Harding approved and in August 1921 signed the bill that created the Veterans Bureau. Service to vets improved greatly with all the responsibility in one place and in 1930 President Hoover consolidated more veterans' functions in the Bureau and renamed it the Veterans Administration.

A Republican, Miller never hesitated to bloody Republican heads as well as Democratic heads within the Legion when he believed party policies were inimical to Legion ideal. When the first WW1 bonus proposal was scotched in the Senate by a message from Treasury Secretary Andrew Mellon that it would "bankrupt the nation," Miller politely but publicly announced that he had personal knowledge that the Treasury figures had been phonied (as subsequent history clearly proved).

Newsmen expected Miller's head would fall for taking on a cabinet member but nothing happened immediately. Then, in 1925, Miller, who was Alien Property Custodian in the Coolidge Administration, was accused of fraud in disposing of government property and was sentenced to a year in Atlanta Penitentiary, which he served.

In 1933, President Herbert Hoover

reviewed Miller's case and granted him a full pardon. He returned to positions of public trust for both the U.S. government and the State of Nevada, to which he moved, and continued to devote himself to the work of the Legion.

Miller served as president of the Legion Convention Corp. in 1962. At the 1963 Convention (Miami, Fla.), the proposed atomic test ban treaty with the Soviet Union and other nations was a subject of extensive debate among the delegates. Eventually, Miller proposed that the resolving clause be amended to read, "If the foregoing safeguards have been met, The American Legion supports ratification of the test ban treaty." After further debate, Miller's amendment carried on the rollcall, 1,922 to 1,029, with 14 votes not cast.

In 1957, Miller retired from his position as Representative of the Veterans Employment Service. At the May meeting of the Nat'l Executive Committee in 1967, when he was 80, he was given a special citation from the NEC recognizing his long and meritorious service and leadership to the Legion.

Other deaths:

David Herman Fleischer, 77, in Scottsdale, Ariz., a Dep't of Missouri Legionnaire, Nat'l Vice Cmdr in 1949-50, and a member of the then Nat'l Publications Commission in 1950-62.

■

Edward M. McGrail, 79, in Arlington, Va., a WW1 and WW2 veteran, and a former adjutant for the West Virginia Legion; he was appointed Nat'l Publicity Director in 1937 and except for his WW2 service continued until his retirement in 1959. He also served as Nat'l Convention Director and was a consultant for the Legion's Veterans Affairs and Rehabilitation Commission from 1962 until January 1973.

■

Gisli Johannson, of Minot, N.D., Dep't Veterans Affairs & Rehabilitation Committee chairman, at the Univ. of Minnesota Hospital, Minneapolis.

■

Harold A. Shindler, 76, in Lafayette, Ind., Legion Past Nat'l Historian (1964-69), and former member of The American Legion Magazine Commission. He was Dep't Commander in 1938-39.

■

Dr. Norman R. Booher, 64, of Indianapolis, Ind., vice chairman of the Legion's Nat'l Rehabilitation Commission in 1951-62, Nat'l Commander's representative on that Commission in 1962-64. He was active for many years in the Indiana State Medical Assoc. and the American Medical Assoc.

■

W.O. McClellan, of Elyria, Ohio, Past Dep't Cmdr (1952-53), alternate Nat'l Executive Committeeman (1954-56), and vice chairman, Nat'l Legislative Commission (1959-60).

■

Dr. Cleofas Calleros, of El Paso, Texas, an alternate delegate to the Legion's Paris Caucus in 1919, a co-founder, continuous member, and Past Commander of El Paso Post 36, and active in The American Academy of Achievement.

■

Legionnaire **Daniel B. Markel,** 76, of Seattle, Wash., former political editor of the Seattle Post-Intelligencer and a one-time aide to U.S. Senator Warren Magnuson. He was awarded a presidential citation "for devoted services to his country" which arrived a few days after his death.

■

Samuel Rose, 77, in Silver Spring, Md., a long-time friend of The American Legion, known as Mr. VA prior to his retirement in 1965; he had the longest continuous service of any employee in the Veterans Administration, beginning his career in 1917 with the old War Risk Insurance Bureau, forerunner of the VA. Among many citations during his career, Rose was given the VA's Exceptional Service Award in 1957, the highest the VA gives, and a Certificate of Appreciation from the Legion in 1965. For years, Rose was a member of the Advisory Board of the Legion's then Nat'l Rehabilitation Commission.

■

Wade R. Martin, 81, of Omaha, Neb., Past Dep't Cmdr (1928-29).

PEOPLE IN THE NEWS

John H. Geiger, immediate Past Nat'l Cmdr of The American Legion, named director of legislative affairs for United Air Lines. He will be responsible, says Edward E. Carlson, president and chief executive officer, for directing and coordinating state and local government relations throughout United's system.

■

Rev. Milton B. Faust, Past Nat'l Chaplain of The American Legion (1970-71) and currently serving as chaplain of the Salisbury, N.C., VA Hospital, honored May 20 at the Catawba College commencement exercises. He received the Doctor of Divinity degree. Reverend Faust also preached the baccalaureate sermon at the commencement exercises. He is an alumnus of Catawba College, having graduated in the class of 1936.

■

Jack Specter, a Legion Founder and a member of Paris Post 1, France, and now in the Bay Pines, Fla., VA Facility, who won honorable mention for six pieces of art and wire sculpture at the VAC Art Show.

■

Lew Sloneker, retiring as Director of Rehabilitation for the Dep't of California Legion after almost 30 years of service. He was given a retirement dinner and a scrap book commemorating his outstanding work in the Legion.

■

Charles F. Lang, of Las Vegas, Nev., elected by the Dep't Executive Committee as Nat'l Executive Committee member to succeed the late Thomas W. Miller. J. E. (Doc) Martie, of Reno, was elected Dep't Judge Advocate, replacing Lang until the Department Convention.

■

Al Kaline, Detroit Tigers right-fielder, presented with The American Legion Baseball Graduate of the Year Award for 1972 by Legion Nat'l Vice Cmdr Donald L. Gruenbaum during pre-game ceremonies on May 1 at Tiger Stadium. Before starting his professional career in 1953, Kaline played Legion baseball with Westport, Md., Post 33.

■

Irving Herschbein, director of manufacturing, CBS Publications in New York, given the William Caxton Human Relations Award of the American Jewish Committee. In 1948, Mr. Herschbein joined the staff of The American Legion Magazine as production editor. He returned to active duty with the Air Force in 1951, serving in Korea as a navigator-



Shown here are some of the 13 members of Post 267, Marshall, Texas, who were given awards for having been post members for 50 consecutive years. Post Cmdr T. Thomas, first row, right, gave awards.

COMRADES IN DISTRESS

Readers who can help these veterans are urged to do so. Usually a statement is needed in support of a VA claim.

Notices are run only at the request of American Legion Service Officers representing claimants, using Search For Witness Forms available only from State Legion Service Officers.

342nd Inf Cannon Co (Camp Howze, Texas May 2, 1943)—Need information from Lammance, Lovett, Wiggins, Roark, Listol (Wis.), and any other comrades who recall that **Willie B. Rodgers** found it difficult to march and do any strenuous work because of trouble with his breathing. Write "CD177, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"

Fort Knox, Ky. (Feb. 1960), and Fort Riley, Kans. (Aug.-Oct. 1960)—Need information from Pvts Maesta, Netter, and Winchel at Fort Knox and from Colonel Wilder (MD) and Spec Medic Meadows of Fort Riley and any other comrades who recall that **William C. Kinney** suffered a right ankle injury and stomach ulcer. Write to "CD 178, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"

780th Tank Bn (Leyte Gulf Oct. 20, 1944, Invasion Day)—Need information from Bishop and other comrades who recall **John K. Willis** suffering leg and back injuries on invasion and, later, fevers and heart condition. Write "CD179, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"

bombardier. Two years later he became assistant to the publisher of The American Legion Magazine, leaving in 1959 to join the then Henry Holt Co. Active in production circles, he is chairman of the Magazine Publishers Assoc. Production Committee and a past president of the Assoc. of Publication Production Managers.

NEW POSTS

The American Legion has recently chartered the following new posts:

Clifton O. Wright Post 308, Jacksonville, **Ark.,** Eddie C. Joplin Post 459, Forest City, **Ark.;** Foster City Post 666, Foster City, **Calif.;** David Gottlieb Post 198, Northford, **Conn.;** John A. Stewart Post 35, Delaware City, **Del.;** Munich Post 8, Munich, W. Germany; John Wayne Brown Post 255, Bruce, **Miss.;** Joseph R. Pritchett Post 496, Deptford-township, **N.J.;** Fort Worth Post 626, Fort Worth, **Tex.** and Dungannon Post 211, Dungannon, **Va.**

LIFE MEMBERSHIPS

The award of a life membership to a Legionnaire by his Post is a testimonial by those who know him best that he has served The American Legion well.

Below are listed some of the previously unpublished life membership Post awards that have been reported to the editors. They are arranged by States or Departments.

R. Paul Brooks, Marc L. Claridge, LeRoy Graves, Olaf H. Haaverson and **L. F. Long** (all 1973) Post 32, Safford, Ariz.

Gilbert T. Van Someren, (1973) Post 53, Hemet, Calif.

Harold E. Heinly and **Edwin F. Mathews** (both 1973) Post 131, Santa Ana, Calif.

George L. Dorman, Harold B. Garretson, William A. Groen and **James W. Shireman** (all 1973) Post 247, Arcadia, Calif.

John J. Coffey (1973) Post 2, Bristol, Conn.

William E. Nicholson (1973) Post 131, Hartford, Conn.

Evelyn A. Bradley and **Roxana Post** (both 1973) Post 134, Tampa, Fla.

Howard D. Beeker (1973) Post 238, Safety Harbor, Fla.

Mrs. Lena G. Barrere (1973) and **Mrs. Bessie M. Michel** (1952) Post 289, Port Orange, Fla.

Jerome O. Guilds (1971) Post 100, Oberammergau, Germany

Warren J. Albert, Albert H. Becker, Oliver Beebe, William M. BeLow and **Horace Benjamin** (all 1969) Post 210, Danville, Ill.

F. A. "Spud" Lambe (1969) and **Lawrence "Pop" Voelz** (1972) Post 300, West Chicago, Ill.

John E. Nalley, Tad J. Purchla, Dr. C. H. Rommel, Alfred C. Sharp and **Kecil Skinkle** (all 1973) Post 11, Lafayette, Ind.

Kenneth W. Johnson (1972) Post 157, Churubusco, Ind.

Gilbert Barnett and **Bartel Zandstra** (both 1973) Post 180, Highland, Ind.

Harold E. Grimsley (1973) Post 42, Hagerstown, Md.

William H. Holloway (1972) Post 67, Snow Hill, Md.

John W. Wheeler, Jr. (1973) Post 102, Athol, Mass.

John H. Pension and **Irving C. Rouse** (both 1973) and **Alfred F. Harwood** (1970) Post 345, Lynn, Mass.

Ruben (Duffer) Adams (1973) Post 167, Willmar, Minn.

Richard E. Prochaska (1973) Post 310, Minneapolis, Minn.

Earl C. Bagley, Charles W. Cheney, Paul F. Crowell, Dwight T. Dart and **Arthur L. Diamond** (all 1973) Post 5, Peterborough, N.H.

Michael A. LaRocca, Robert L. McKenna and **William P. Duffy** (all 1973) Post 67, Newmarket, N.H.

Robert Voss, John Wilson, Michael Nolan (all 1973), **Michael Pastuzyn** and **James A. Murphy** (both 1971) Post 165, Bayonne, N.J.

Fred Churchill and **Guy E. Buckley** (both 1969), **Hazel B. Burrell** and **Harry C. Joint** (both 1973) Post 173, Bath, N.Y.

Walter Kerns, Elmer Kerns, Arthur Gates and **Anthony Chicketallo** (all 1970) Post 257, Port Byron, N.Y.

Harry J. McDevitt, Charles N. Gombar, Harold M. Lewis, Albert H. Bushman, Robert V. Frame (all 1973) Post 298, Elmhurts, N.Y.

Earl H. Beckman, Melvin S. Bemis, Earl Brown, Louis J. Curtis and **Walter J. Falvay** (all 1973) Post 327, Westfield, N.Y.

Joseph Bucato, Ralph Cahn, Joseph Cammarata, Morris Cohen and **Lawrence Corrigan** (all 1973) Post 573, Brooklyn, N.Y.

James S. Ford (1973) Post 950, Phoenicia, N.Y.

Joseph A. Vonderheid (1973) Post 1078, Jamaica, N.Y.

Henry Orlando (1973) Post 1122, Yonkers, N.Y.

Harlowe McLean, Gene Nicholas, Charles J. North and **Peter Sabatino** (all 1972) Post 1627 Ashokan, N.Y.

Knox Alexander and **Walter Kratz** (both 1972) Post 77, Neffs, O.

Allan P. Zook (1972) Post 3, Philadelphia, Pa.

Norman J. Brookens (1973) Post 46, Chambersburg, Pa.

Raymond J. Milnor (1973) Post 79, New Hope, Pa.

Ray Baxter (1972) Post 653, South Fork, Pa.

John Halter, Henry J. Lembke, Donald H. Miller, Peter Thielen and **A. W. Flesner** (all 1972) Post 7, Huron, So. Dak.

Lester Beal, Alfred Eggert, Millard Eno, Chester Hanson and **Ben Irvine** (all 1972) Post 62, Humboldt, So. Dak.

Capt. William P. Lawrence (1973) Post 5, Nashville, Tenn.

Roy D. Holt, Jr. (1973) Post 437, Kingsland, Tex.

Burks M. Duncan, R. Allen Gibbons and **R. Holman Ragland** (all 1973) Post 3, Roanoke, Va.

Fred T. Fehly, George Sibley, Jack E. Flukiger, Walter F. Staude and **Arthur Goodger** (all 1972) Post 173, Whitewater, Wis.

Harold Berge (1972) and **Obert I. Brekken** (1973) Post 501, Madison, Wis.

Life Memberships are accepted for publication only on an official form which we provide. Reports received only from Commander, Adjutant or Finance Officer of Post which awarded the life membership.

They may get form by sending stamped, self-addressed return envelope to:

"L.M. Form, American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y. 10019."

On a corner of the return envelope write the number of names you wish to report. No written letter necessary to get forms.



Navy Lt. Cmdr Bradley E. Smith (center) returned after 7 years as POW and was honored by Post 737, Lake Milton, Ohio. He received a Life Membership and a TV set. The post also awarded $4,500 in scholarships to 12 high school students and gave flags in honoring law enforcement personnel. Also in photo are PCmdr George Protich and Duane Davidson.

OUTFIT REUNIONS

Reunion will be held in month indicated. For particulars write person whose address is given.

Notices accepted on official forms only. For form send stamped, addressed return envelope to O. R. Form, American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y. 10019. Notices should be received at least five months before scheduled reunion. No written letter necessary to get form.

Earliest submission favored when volume of requests is too great to print all.

ARMY

1st MP Co (1949-52)—(Aug.) Dick Dunlap, 1029 Monroe Falls Rd., Kent, O. 44240

4th Cav—(Aug.) Myloe Loberg, Annandale, Minn. 55302

5th Div—(Aug.) John Pflaum, 170 No. Evergreen, Elmhurst, Ill. 60126



Buedingen, Germany, Post 14 members dig in for first of several school bus shelters to be given to Armstrong Barracks American Community. L. to rt.: J. Powell; Dist. of Germany Adj. T. Husby; Post 2nd VC R. Rader; Lt. Col. J. Jewett; P. Chap. R. McBride; Post Cmdr T. Boos, Jr.

7th Arm'd Div—(Aug.) Irving Osias, Box 6, Spring Glen, N.Y. 12483

7th Sig Corps—(Aug.) Fred Thompson, 1820 Cottle Ave., San Jose, Calif. 96125

19th Field Art'y Bn (WW2)—(Aug.) Harold Narwold, R.R. #2, Batesville, Ind. 47006

21st Avn Eng (WW2)—(Aug.) Calvin Eckert, RD #3, Box 316, Dillsburg, Pa. 17019

34th Sig Co—(Aug.) Torchy Ries, Codington County Court House, Watertown, S.D. 57201

56th Pioneer Inf (WW1)—(Aug.) Albert Ortman, RFD 4, Bloomsburg, Pa. 17815

65th Div—(Aug.) John Boesch, Jr., 1904 Massey Cr., So. Charleston, W. Va. 25303

69th Recon Tp (WW2)—(Aug.) James Logue, RD #1, Box 331, Everett, Pa. 15537

80th Div (WW1, WW2)—(Aug.) Robert Powell, Court Lane, St. Marys, W. Va. 26170

81st Div—(Aug.) Robert Zabnoli, 1416 Des Moines St., Des Moines, Iowa 50316

81st Ord Co HM Tank—(Aug.) George Kleponis, 905 Center St., Ashland, Pa. 17921

86th QM Bn, Co B & 3482nd Ord Co—(Aug.) H. L. McEwen, Box 17373, Charlotte, No. Car.

88th Eng Hvy Ponton Bn (WW2)—(Aug.) Ray Pence, 920 Pleasantville, Lancaster, O. 43130

99th Chem Mortar Bn—(Aug.) R. Giddings, Rural Rte #2, Spirit Lake, Iowa 51360

101st Airborne Div—(Aug.) Eugene Amburgey, 8006 Richmond Ave., Houston, Tex. 77042

104th Div—(Aug.) Wallace Tallant, 2537 Sunbright Dr., Diamond Bar, Calif. 91765

107th AAA, Bat B—(Aug.) Boyd Holtzclaw, 411 N. Broad St., Clinton, S.C. 29325

109th Eng C, Co A—(Aug.) Byron Hansen, 1453 Iowa S. E. Huron, So. Dak. 57350

110th Inf Anti-Tank Medical Det—(Aug.) Frederick Barnhart, 201 W. Fayette St., Connellsville, Pa. 15425

110th Inf, Service Co (WW2 & Korea)—(Aug.) William Zozula, 416 B St., Scottdale, Pa. 15683

112th Cav—(Aug.) 112th Cavalry Assoc., Box 112C, Cedar Hill, Tex. 75104

112th Sig Radio Intel Co—(Aug.) Lewis Monroe, 1505 Laurelwood, Clinton, Miss. 39056

120th Ord Co MM—(Aug.) Jack Bankhead, 64 Garden Ave., Battle Creek, Mich. 49017

123rd Gen Hosp—(Aug.) Dr. Thomas Glennon, 82 Arlington Rd., Woburn, Mass. 01801

124th AAA Gun Bn—(Aug.) Ed Harris, 308 San Juan Way, La Canada, Calif. 91011

138th & 198th Field Art'y Bns (WW2)—(Aug.) Andrew Cowherd, 119 Arbor Park No., Louisville, Ky. 40214

148th Inf, Co B—(Aug.) Alvin Durst, 3312 E. Co. Rd. 181, Clyde, O. 43410

149th Assoc.—(Aug.) Marion Williams, 2005 Redleaf Dr., Louisville, Ky. 40222

152nd Inf, Co L—(Aug.) Ralph Lichtenwalter, 425 So. High St., Warsaw, Ind. 46580

157th C Eng Bn—(Aug.) Paul Knecht, Sr., 617 S. 7th St., Shamokin, Pa. 17872

166th Eng C Bn—(Aug.) Gerard Carle, P.O. Box J, Dracut, Mass. 01826

181st & 947th Field Art'y Bns—(Aug.) Murray Reid, 37 Oak St., Luthersville, Ga. 30251

185th Sig Bn—(Aug.) Richard Levitz, 345 So. 16th St., Apt. H-23, Lebanon, Pa. 17042

190th FA Gp, IIq & Hq Bat (Korean Campaign 1950-52)—(Aug.) Harry Yeager, Box 54, Shamokin Dam, Pa. 17876

211th FA Bn, Bat A—(Aug.) Don Damon, P.O. Box 1151, Gloucester, Ma. 01930

214th MP Co—(Aug.) Ellis Hopfenberg, Box 5, Uniondale, N.Y. 11553

223rd Reg't Service Co—(Aug.) Wm. Lyons, P.O. Box 614, Kokomo, Ind. 46901

224th Airborne Medical Co—(Aug.) Edmond Wientczak, 9313 David Rd., Garfield Hts., O.

237th AAA Sl Bn, Bats A & B—(Aug.) Roland Noel, 7 Ferry St., Suncook, N.H. 03275

271st Inf, Co G—(Aug.) Loar Quickle, 512 So. Main St., Pennington, N.J.

273rd Field Art'y Bn (WW2)—(Aug.) John Broshes, 754 No. Main St., Urbana, O. 43078

305th Eng Bn—(Aug.) Richard Winter, Rockford, O. 45882

(*Continued on page* 38)



VA HOSPITAL, NORTHPORT, N.Y.

Post 1738, West Islip, N.Y., awards Certificate of Appreciation to Martin Winter, DDS (center) "for outstanding and dedicated service." With him are R. E. Nelson, Acting Director, Northport VA Hospital; and Edward Barth, Past Post 1738 Cmdr.

311th Field Art'y, Bat D (WW1)—(Aug.) Phil Cusick, 1035 S. Hanover St., Nanticoke, Pa.
338th Inf Reg't, Co E—(Aug.) Paul McNelis, Pottstown, R #1, Pa. 19464
341st Eng, Co D—(Aug.) Kenneth Davis, 1845 W. Touhy Ave., Chicago, Ill. 60626
349th Inf, Co H (WW1)—(Aug.) John Tray, 1617 E. Main St., Ottumwa, Iowa 52501
357th Slt Bn AA, A & Hq Bats—(Aug.) Vince Totera, 2500 Howell Branch Rd., Winter Park, Fla. 32789
379th AAA Bn—(Aug.) Charlie Ogle, Rt. 11, New Era Rd., Sevierville, Tenn. 37862
382nd AAA Aw Bn (WW2)—(Aug.) Robert Bump, 1093 Stratford Lane, Hanover Park, Ill.
387th Reg't Co A—(Aug.) Charles Hunt, 10616 Cinderella Dr., Cincinnati, O. 45242
389th AAA Aw Bn—(Aug.) James Kirby, Jr., 3202 Military, Benton, Ark. 72015
401st Eng, Co B—(Aug.) Jarrell Huckeba, RFD #3, Box 1525, Plattsburgh, N.Y. 12901
421st & 1710th Bns, Sig Co—(Aug.) Howard Dick Sr., Republic 44867, O. R1
442nd CA AA AW Bn—(Aug.) R. E. Giddings, Rural Rte #2, Spirit Lake, Iowa 51360
460th AAA Bn, Bat D—(Aug.) Frank Ringler, 2003 Sherman St., Ft. Wayne, Ind. 46808
486th AAA Bn—(Aug.) Dominic Rizzo, 192 Goodrich St., Hartford, Conn. 06114
508th Eng (WW2)—(Aug.) Jim Sipe, 2299 Mt. Zion Rd., York, Pa. 17402
517th Pcht Inf Combat Team—(Aug.) Ed Jolly, 1055 Louisiana Ave., Shreveport, La. 71101
529th Field Art'y Bn—(Aug.) Frank Worthen, 1881 Cowden Ave., Memphis, Tenn. 38104
543rd Eng Boat & Shore Reg't, Co B—(Aug.) Wilbur Cooper, 1145 Arch Court, N.E., Canton, O. 44704

American Legion Life Insurance Month Ending April 30, 1973

Benefits paid Jan. 1-April 30, 1973	$ 659,809
Benefits paid since April 1958	14,275,199
Basic Units in force (number)	124,262
New Applications approved since Jan. 1, 1973	1,877
New Applications declined	316
New Applications suspended (applicant failed to return health form)	168

American Legion Life Insurance is an official program of The American Legion, adopted by the National Executive Committee, 1958. It is decreasing term insurance, issued on application to paid-up members of The American Legion subject to approval based on health and employment statement. Death benefits range from $40,000 (four full units up through age 29) (25 in Ohio) in decreasing steps with age to termination of insurance at end of year in which 75th birthday occurs. Available up to four full units at a flat rate of $24 per unit a year on a calendar year basis, pro-rated during the first year at $2 a month per unit for insurance approved after January 1. Underwritten by two commercial life insurance companies, the Occidental Life Insurance Co. of California and United States Life Insurance Co. in the City of New York. American Legion Insurance Trust Fund is managed by trustees operating under the laws of Missouri. No other insurance may use the full words "American Legion." Administered by The American Legion Insurance Division, P.O. Box 5609, Chicago, Illinois 60680, to which write for more details.

553rd Eng Const Bn—(Aug.) Vern Figgins, Rt #2 Deer River, Minn. 56636
559th Field Art'y—(Aug.) Ralph Rummel, Rt 1, 13600 Manfield Rd., Mt. Vernon, O. 43050
593rd Eng Boat & Shore Reg't, Co D—(Aug.) Joseph Logan, 2700 No. Hayden Rd. #35, Scottsdale, Ariz. 85257
604th CAAA (Later: 942nd FA), Bat B (WW2)—(Aug.) Charles Camp, 8811 Colesville Rd., Apt. 601, Silver Spring, Md. 20910
608th OBAM Bn—(Aug.) Gus Flider, 2627-9th St., Moline, Ill. 61265
611th OBAM—(Aug.) Anthony Matteo, 68 Cassella Dr., Hamden, Ct. 06514
648th Tank Dest Bn—(Aug.) Al Vaughan, 919 Garland St. SW, Camden, Ark. 71701
656th Tank Dest Bn—(Aug.) Earl Gordon, 436 Canal St., Dover, O. 44622
676th Medical Coll Co—(Aug.) Charles Place, Mt. Lake Rd., Belvidere, N.J. 07823
718th ROB—(Aug.) Leo Simmonds, 1717 Ferrell Dr., Wichita, Kans. 67203
724th Rwy Oper Bn (WW2)—(Aug.) James Williams, Sr., 316 Wynnewood Rd., Trenton, N.J. 08628
726th Rwy Oper Bn—(Aug.) George Myers, Jr., Rt 1 Box 266, Chillicothe, Ohio. 45601
735th Rwy Oper Bn, Co C—(Aug.) E. Van Buskirk, 3410 Belltone Ave., Cincinnati, O.
743rd Tank Bn—(Aug.) Karl Mory, 5616 Elliot Ave So., Minneapolis, Minn. 55417
761st Field Art'y Bn—(Aug.) Ed Horvath, 439 Gladden Rd., Cannonsburg, Pa. 15317
771st Tank Dest Bn—(Aug.) Walter Schraeder, 1515 Park St., Atlantic Beach, N.Y. 11509
813th Av Eng Bn (WW2)—(Aug.) Lynn Sorg, 11670 West St., Rt. 163, Oak Harbor, O. 43449
818th Eng, Co C—(Aug.) Raymond Brown, RR #3, Edmonton, Ky. 42129
829th, 6662nd & 3195th Sig Scr—(Aug.) George Wolf, 255-04 Pembroke Ave., Great Neck, N.Y. 11020
836th Eng Av Bn—(Aug.) Raymond Cox, Box 692, Voorleesville, N.Y. 12186
838th Ord Depot Co (WW2)—(Aug.) Bernard Kersting, 450 Bowr Hill Rd.,—Mt. Lebanon, Pittsburgh, Pa. 15228
863rd Eng Av Bn Co A (WW2)—(Aug.) Garth Wilber, Rt. 3, Bronson, Mich. 49028
899th Tank Dest Bn, Co A—(Aug.) Harry Huisman, Durant, Iowa 52747
993rd Eng Tdwy Bridge Co—(Aug.) Coleman O'Bryan, 112 E. Sheridan, Papillion, Neb. 68041
1138th Eng Combat Gp (WW2)—(Aug.) Emil Laack, 1815 2nd St. N.E., Austin, Minn. 55912
1395th Eng Const Bn (WW2)—(Aug.) Virgil Marsteller, Rt. 4, Abilene, Kans. 67410
1734 Ord MM (WW2)—(Aug.) W. Hobelman, Sutton, Neb. 68979
3820th QM Gas Supply Co—(Aug.) Daniel Sharp, 107 W. Spruce, Shelbina, Mo. 63468
3834th QM, Co B. Gas Supply—(Aug.) Robert Smith, 1324 Ellsmere NE, Grand Rapids, Mich. 49505
Americal Ord—(Aug.) Charles Mugherini, 8 Plain St., Randolph, Mass. 02368
Barrage Balloon Tng Center, Camp Tyson, Tenn—(Aug.) Arthur Drake, 4710 Via Frondosa, Yorba Linda, Calif. 92686
Fort Des Moines (Previously 14th Cav & units)—(Aug.) Bud Hendrix, 6405 Roseland Dr., Des Moines, Iowa 50322
Los Angeles MPs—(Aug.) Jeep O'Neal, 3813 N. 37th St., Phoenix, Ariz. 85018
Merrill's Marauders—(Aug.) Thomas Martini, 520 Long Beach Rd., Island Park, N.Y. 11558; **Western Gp:** Ray Braden, 1912 Downing Dr., Colorado Springs, Colo. 80909
Nat'l Counter Intel Corps—(Aug.) Chic Hecht, 413 Fremont St., Las Vegas, Nev. 89101
Ranger Bns (WW2)—(Aug.) Buckley Martin, RR 1, Box 155-D, Astor, Fla. 32002

NAVY

2nd Marine Div—(Aug.) Robert Andre, Rt. 3, Box 475-B, Sonora, Calif. 95370
6th Marine Div—(Aug.) Ken Gray, 3455 Washington Dr., Falls Church, Va. 22041
21st Seabees—(Aug.) W. Thompson, 3101 Shady Brook, Midwest City, Okla. 73110
32nd Special Seabees—(Aug.) W. Brown, 1045 Arbor Vista Blvd., Jackson, Miss. 39209
35th Seabees—(Aug.) Phil Silver, 924 Stratford Court, Westbury, N.Y. 11590
71st Seabees—(Aug.) Robert Lunn, 79 Baker Ave., Beverly, Mass. 01915
123rd Seabees—(Aug.) Robert Smith, 619 Bayview Dr., Annapolis, Md. 21403
136th Seabees—(Aug.) Harry Williams, 6635 Rosebury Dr., Dayton, O. 45424
Helicopter Utility Sqdn (HU2) & VX3 (Thru End of Korean War)—(July) Eugene Hecox, 29 Main St., Richfield Springs, N.Y. 13439
LP12 NAS (Oper, Norfolk, Va. Dec. 1944-Aug. 1946)—(Aug.) James Scott, 123 Furnace St. Elyria, O. 44035
LST 395—(Aug.) Frank Gaeta, 218 N. Chestnut, Olathe, Kans. 66061
LST 839—(Aug.) Manley Baldwin, 12044 Ryznar Dr., Belleville, Mich. 48111
LST 1141 (Korean War)—(Aug.) E. Sallee, RR #1 Bowling Green, Mo. 63334
Marine 8th Defense & AAA—(Aug.) James Powers, 40 Grant St., Needham, Mass. 02192
Marine Guard Det, Keehee Lagoon (Mongoose Flat), Honolulu NAS (1944)—(Aug.) Stanley Jerkins, 9943 S. Spaulding Ave., Evergreen Park, Ill. 60642
Submarine H-1 (WW1)—(Aug.) C. Yoder, R 1 Box 413, Sebastian, Fla. 32958
USS Achernar (AKA53)—(Aug.) Frank Blom S342 Shoemake Ave., Modesto, Calif. 95351
USS Baltimore (CA68)—(Aug.) Earl Harding 187 Clever Rd., McKees Rocks, Pa. 15136
USS Callaway (APA35)—(Aug.) Wallace Shipp, 5319 Manning Pl., N.W., Washington, D.C. 20016
USS Dixie (AD14, 1945)—(Aug.) Paul Kight, Jr., P.O. Box 293, Austell, Ga. 30001
USS Norton Sound—(Aug.) Sec., USS Norton Sound Assoc., P.O. Box 487, Port Hueneme, Calif. 93041
USS Ranger (CV4)—(Aug.) Ed Koch, Box 56, Clarkston, Ga. 30021
USS Sterett (DD407)—(Aug.) Dennis Mast, 315 E. Lexington Ct., Fort Wayne, Ind. 46806
USS The Sullivans (DD537)—(Aug.) Boyd Robertson, 812 W. 6th Ave. Yuma, Colo. 80759
USS Thomas Jefferson (APA 30)—(Aug.) Stanley Ahlin, 2878 Cricket Lane, Willoughby Hills, O. 44094
USS Topeka (CL67)—(Aug.) James Wilson P.O. Box 702, Muncie, Ind. 47305
USS Wadsworth (DD516)—(Aug.) Logan Webb, P.O. Box 532, Rockford, Ill. 61105
USS Yosemite CPOs (1946-53)—(Aug.) Owen Sanders, 409 Lawrence Rd., Havertown, Pa. 19083

AIR

1ST Air Commandos—(Aug.) Will Mitsdarffer, 109 N. Scott, Joliet, Ill. 60431
13th Tp Carrier Sqdn—(Aug.) D. Finelli, 1027 Bell Ave., Yeadon, Pa. 19050
30th Ftr Bomber Wing (Bitburg, Germany)—(Aug.) Al Stachel, 701 N. Easton Rd., Willow Grove, Pa. 19090
43rd Army Air Serv Sqdn—(Aug.) Floyd Shafer, 6106 Shreveport Hwy., Pineville, La. 71360
58th Bomb Wing—(Aug.) Thomas Harrington 353 Ridgewood Dr., Fairborn, O. 45324
69th Bomb Sqdn—(Aug.) Lou Kieran, Box 1835, Pittsburgh, Pa. 15230
70th Serv Gp—(Aug.) Joe Miner, 3215 Kimberly, Champaign, Ill. 61820
312th Bomb Gp—(Aug.) Paul Stickel, 1136 Gray Ave., Greenville, O. 45331
321st Sig Co Wing (WW2)—(Aug.) Byron McCarty, 12 Grandview, Florence, Kansas
407th Bomb Sqdn—(Aug.) George Reynolds, 710 Stewart Ave., Columbus, O. 43206
444th Bomb Gp—(Aug.) John Kavulich, 105 N. Fifth St., Indiana, Pa. 15701
448th Bomb Gp H (Seething, England)—(July) Kenneth Engelbrecht, 204 S. Archie Ave., Granville, Ill. 61326
452nd Bomb Sqdn—(Aug.) J. Matyas, 1714 Nassau St., New London, Wis. 54961
463rd Serv Sqd (WW2)—(Aug.) Edward Ellis, 321 Clearfield Ave., Norristown, Pa. 19401
485th Bomb Gp E—(Aug.) William Schoultz, 532 Park Ave., Newton Falls, O. 44444
828th Bomb Sqdn—(Aug.) Carl Gigowski, 344 Eola St. SE, Grand Rapids, Mich. 49507
829th Bomb Sqdn—(Aug.) E. Bundy, 5773 Middlefield Dr., Columbus, O. 43220
835th Eng Bn (WW2)—(Aug.) Joe Ray, 521 Goethe, Kirkwood, Mo. 63122
Bombardier Class 45-17B (Childress AAF, Texas)—(Aug.) Art Goss, Rte 1, Box 88, Yorkville, Ill. 60560
Romanian POWs (Ploesti Raid, WW2)—(Aug.) Ken Griffith, 1540 Billings #A-20, Aurora, Colo. 80011



MIKEN PHOTO BY KEN WILSON

On hand when Weymouth Post 79, Mass., dedicated new Municipal Ice Skating Rink and Swimming Pool, named in honor of the late William A. Connell, Sr., its first commander, were, l. to rt.: Adj. S. J. Veneau; PPCmdr J. H. Kelly; Post Cmdr T. J. Kelly; J. W. Sears, Met. Dist. Commissioner; W. A. Connell, Jr.; and A. A. Cicchese, the Post Judge Advocate.

A NOVEL PROPOSAL FOR THE FUEL OF THE FUTURE

(Continued from page 9)

Meanwhile, of course, we are not going to get entirely away from coal, oil and natural gas in the immediate future, nor from nuclear power for even longer.

The fantastic thing about the hydrogen gas proposal is that it provides an attractive way to harness *any* of these sources for use, transportation and storage. It is adaptable as a delivery and storage system of non-polluting fuel for any combination of nuclear, coal, oil, wind, waterfall, sunshine, tidal, geothermal or ocean current power, using an inexhaustible raw material that is recycled the instant it is used.

Windmills on the plains and high mountains, waterfalls in valleys, desert sunshine, geyser basin geothermal heat, offshore nuclear reactors, generators at the mouths of coal mines and many other power sources could be mixed in any proportion to feed a single storable gas fuel (that produces no smoke) into a national supply system. It is an idea to savor even if it never happens.

At this point, we beg the question of what it would take, politically and financially, to convert the nation to hydrogen gas fuel if it should emerge from all investigation as the most sensible thing we could do in the face of the national and world energy crisis.

In 1973, it is a far-out idea. It is so revolutionary that we might shrink from the effort and expense of converting until we are in an intolerable energy crisis. Private development seems unlikely while existing fuels and investments in them may still be exploited. What's new is that in the space of the last two years hydrogen has suddenly been talked up as a national fuel—and not so much in the public press as in the technical and scientific societies and journals. Possibly the neat way in which the proposal seems to solve many environmental problems, as well as those that beset the switch to nuclear power, may lead the federal government to a serious exploration of the proposal. Our growing dependence on other nations for fuel might also spur such a federal effort.

The reader by now has the general idea. Perhaps his head is buzzing with questions. In the remaining space, let's answer a few.

Q. Is hydrogen a dangerous gas to have around the home?

A. It is. So are gasoline, natural gas and other flammables, if not properly handled. All combustibles need safe-handling procedures, and hydrogen has its own danger characteristics. But, says Dr. Gregory, they are as amenable to control as is carrying a 20-gallon Molotov cocktail in your car's gas tank.

Our old city gas was often half hydrogen, but the most dangerous part of it in practice was the poisonous carbon monoxide. Hydrogen gas dissipates so rapidly (it is the lightest of all substances) that a gas leak is less apt to cause an explosion than is natural gas or gasoline fumes. Safety would require *different* engineering. Hydrogen has long been stored and transported quite safely in gaseous and liquid form by industry and NASA.

Q. Do we now have the technology to switch to manufactured hydrogen gas that would be stored and piped underground, or are there major "breakthroughs" still needed?

A. Industry already makes large amounts, as it is needed to manufacture ammonia and for many other products and industrial processes. Hydrogen is already piped underground (for industry) over distances of 100 miles or more, both here and abroad. NASA, which has used hydrogen for fuel in space ventures, has advanced the technology of storing and transporting liquid hydrogen to a fine art. The lightness of hydrogen might pose some problems in storing it in gaseous form in huge underground reservoirs, but Dr. Gregory thinks not. He notes that helium, the second lightest gas, has been stored in vast amounts in this manner in Texas. According to Dr. Gregory, the whole existing gas technology only requires adaptations to handle hydrogen as he proposes, from the point of manufacture to the consumer's flame.

Q. Is hydrogen technology so fully developed that we have already milked it of most possibilities?

A. It is still in its infancy. There are theoretical ways to expand its uses, to extract its energy in novel and more efficient ways, and to manufacture it more cheaply than at present. As a fuel, it is about where gasoline was 70 years ago. Intensive research is under way on many fronts by many people and institutions. Much of it is destined beyond all doubt to make hydrogen a more versatile and economic general fuel than it could be made right now. Even a summary of current hydrogen research that is following promising leads would be a separate story in itself.

Q. Is the burning of hydrogen *totally* non-polluting?

A. No. It *gives off* no pollutants, not even carbon dioxide which all other fuels release when burned. But *any* hot flame will cause some of the nitrogen and oxygen in the air to combine into oxides of nitrogen, which are pollutants. Hydrogen, however, is an ideal fuel for a

(*Continued on page* 40)



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A NOVEL PROPOSAL FOR THE FUEL OF THE FUTURE

(Continued from page 39)

"catalytic heater." Maybe you have had such a thing in the form of a hand-warmer which burned at very low heat when loaded with lighter fluid. Conceivably, large catalytic hydrogen units could heat buildings while operating at temperatures as low as 100 degrees. Then not even nitrogen oxides would be formed.

Q. At what point does the cheap piping of gas start to compensate for the seeming extravagance of using electrical energy derived from some other source to make hydrogen?

A. Lawrence Lessing, of Fortune Magazine's editorial board, who has won a host of awards for science writing and reporting, has estimated that at distances beyond 250 miles it would only cost an eighth as much to pipe hydrogen as it now costs to carry electricity in overhead high voltage wires—per unit of energy.

Dr. Gregory believes that if electricity is transmitted underground, hydrogen transmission is cheaper at all distances over 20 miles. He has also estimated that the electricity we used in 1970 would have been cheaper for the average customer if it had been consumed in the form of hydrogen. This *is* an average, as the comparative costs would have varied for different customers and different uses in different locations.

Natural gas was, and is, far less costly to the average consumer—but there isn't enough natural gas available to use it widely in place of more expensive electricity.

Q. Can vehicles be run on hydrogen instead of gasoline?

A. Test automobiles have already been run on hydrogen. In a contest for novel auto designs at the GM proving grounds last summer, a Volkswagen and a Gremlin fueled with hydrogen won the low-pollution championship from 61 other entries.

The internal combustion engines in all American cars need adaptations to use hydrogen. It ignites so readily that engine block heat tends to set it off in the cylinders ahead of the spark, to louse up the timing and cause backfiring. Special cooling has solved this problem in one design. In another, fuel injection, as in a Diesel engine, did the trick. Wankel rotary engines have run smoothly on air and hydrogen without adaptation.

The only compact way to carry pure hydrogen in a "gas tank" is in extremely cold liquid form. A super-insulated thermos-bottle type "Dewar" tank does this very well. NASA stores large volumes of very cold liquid hydrogen in insulated tanks above ground in the Florida sun.

By weight, hydrogen packs three times the energy of gasoline. It is so light, however, that even in liquid form it occupies more bulk. It takes about a 66-gallon tank of liquid hydrogen to hold the energy equivalent of 20 gallons of gasoline, though the content is 80 pounds lighter.

Such bulkiness makes it impractical to carry liquid hydrogen in small cars, but not a bit impractical for large vehicles such as trucks and buses.

In airplanes, weight is more disadvantageous than bulk, and liquid hydrogen should make an excellent non-polluting and light fuel for jet planes. It is so attractive that planes may be using hydrogen whether or not it is soon used as a general fuel in other ways. It is cheaper to make hydrogen *today* from coal than from water, and we may see planes driven by hydrogen made from coal before we have any considerable supply of hydrogen derived from water. Far-out research is now under way on a 3,000 mph hydrogen-fueled plane—an SST whose exhaust would be water vapor. The intense cold of liquid hydrogen is handy—when released for use—as a coolant for the high-temperature problems of very high-speed planes. Its lightness, in spite of bulk, is its chief attraction, however.

There are numerous other theoretical ways to carry hydrogen. Six hundred pounds of metallic magnesium powders will unite with enough hydrogen to match the energy of a 20-gallon tank of gasoline—forming a "hydride." When heated, they release the hydrogen. When "empty," a "filling station" could pump more hydrogen in to be absorbed. Other solids also form hydrides in a similar fashion. Hydrides are a possibility for passenger cars. The first 120 pounds of hydrides would be "free," as that's about what 20 gallons of gasoline weigh. Other weight could be stripped off by getting rid of the growing load of anti-pollution devices, which aren't needed if a car is fueled by hydrogen. And if we switch to Wankel-type engines, the additional savings in engine weight they offer would help compensate for carrying all that magnesium powder.

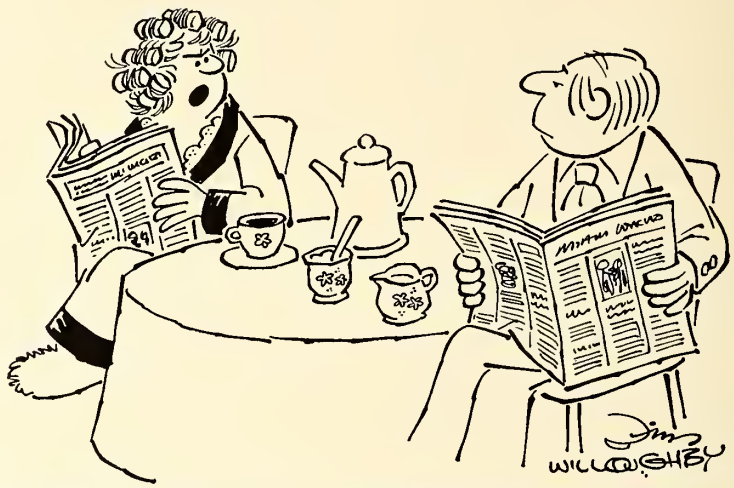
There's plenty of room for developing other approaches to carrying hydrogen as a portable fuel.

Most readers would be surprised at the number of projects now under way to develop hydrogen-burning vehicles. The pollution situation has been the come-on for much effort to develop this fuel whose exhaust is only humidity. So many novel developments are under way here and abroad that we can't begin to detail them.

If we ever switch over to hydrogen vehicles, it will be quite an operation. The cars and filling stations will all have to be changed at the same time. It probably won't happen for a long, long time unless the federal government keeps its back up in the matter of its tough emission standards for vehicles. As you know, Detroit has been protesting its inability to meet the federal pollution standards for 1975-76. The hydrogen-powered Volkswagen in last year's GM testing grounds competition was the only vehicle to better them. It was designed by a group from Brigham Young University. The UCLA-designed hydrogen-burning Gremlin came close, but a little pollution from its motor oil was enough to take it over the federal standards. Just how any gasoline engine is going to meet those standards is still a question.

You may not have read much, if anything, about hydrogen as a burnable fuel. But you will be reading a lot more.

END



"Ralph Nader should turn his attention to the plight of the housewife!"

THE AMERICAN LEGION MAGAZINE

A LOOK AT HAWAII

(Continued from page 27)

I suggest you don't try poi, unless for the "adventure." It is a staple, pasty Polynesian food made from taro root. It is very nourishing. As the kid said, so is spinach. I am sure the Hawaiians have all kinds of ways of making poi tasty. Like pancakes or pasta, poi is a basic starch food that sticks to your ribs. Probably the hungrier you are the better it tastes. Who's hungry in Waikiki? Anyway, I had my first and last poi in a good restaurant, just to taste it. I wouldn't argue with a friend who said it reminds him of wallpaper paste. I never tried wallpaper paste. Emily tasted my poi and made one of those faces. We're typical haoles. (See paragraph 3 to recall what a haole is.)

For the first time in history, the main meetings of the Legion convention as well as the National Commander's Dinner will be held on top of a six-story parking garage—at the Hilton Hawaiian Village. The building doesn't *look* like anything but a big, stucco, open-air parking garage from the outside. Be not deceived. The top floor, with its Coral Ballroom and splendid Tapestry Lounge will do very nicely, with enough room left over in the exhibit hall to house the Legion's national staff headquarters, too. Most official Legion functions will be at the Hawaiian Village (extreme west end of Waikiki), and the parade will be on Kalakaua Avenue on Monday morning.

THERE WILL be no marching or musical contests, no drum and bugle corps championships. Travel costs to and from Hawaii ruled them out for most possible contestants. This once it is probably just as well, since visitors will have more sightseeing to do than they can squeeze in, without any more Legion pageantry than the parade. The annual drawing for Seagrams' four free Fords will, in the absence of a drum and bugle corps contest, be held at the concluding (Thursday) meeting of the convention business session in the Coral Ballroom.

How on earth are you going to attend a one-week convention and at the same time see one or more of the outer islands, which takes a full day for any packaged tour? If you buy a packaged outer island tour and find time for it, that takes care of you. Suppose you don't?

The map shows about eight significant islands including Oahu. If you had a lot of time you could explore many of them. You don't, so forget all of them except Kauai (cow-eye), Maui (rhymes with the comic strip noise *zowie*) and Hawaii. Don't call Hawaii island Hawaii, as this confuses it with the state and the island chain of the same name. Call it the Big Island, like all the locals do.

Maui and the Big Island (but not Kauai) are in the same direction out of Honolulu. En route by plane from Honolulu to Hilo, on the Big Island, you would see Maui from the air, and Molokai, and Lanai and perhaps Kahoolawe. Lanai is mostly pineapples. From the air you will see the peninsula on Molokai on which Father Damien lived and died with his pioneering leper colony. Nobody sets foot on Kahoolawe. The military have used it for a bombing and shelling practice target for some decades.

Low lying islands get little rain. Most of Hawaii's rain is caused by highlands lifting the trade winds, cooling them and making them let go of water. Kahoolawe is quite low, hence quite dry. Molokai is considerably higher and has interesting places to visit if you have all time at your disposal. Maui and the Big Island have towering mountains, hence enough rainwater to support life, business, pineapples, sugar, cattle and tourists' establishments. So does Kauai—in the other direction from Honolulu.

Now there is a minimum "tour" of all these islands but Kauai from the air that only takes a few hours—because it is not a tour. Between 8 a.m. and 1 p.m. you can fly to Hilo and back to Honolulu airport on a scheduled Royal Hawaiian Air Service eight-or-nine passenger two-engine turbo charged Cessna. Flight 103 departs Honolulu at 8 a.m. and arrives Hilo at 10 a.m., or earlier. This is a "commuter" airline and it is at the opposite side of Honolulu airport from the "interisland" airlines.

Flight 211 departs Hilo at 11 a.m. and gets you back to Honolulu at ten minutes to one, if it makes all the stops—quicker if there are no passengers for some stops. The present fare, if Hilo and Honolulu are your only destinations, is $26 each way.

What is great about this minimum way to see a lot of the islands quickly is that the Cessnas fly low and the pilots show you everything they can. The interisland Aloha Airlines and Hawaiian Airlines fly big jets much faster between island destinations, but they get up high. A Royal Hawaiian commuter trip is a real sightseeing trip en route.

I almost counted the cattle on the huge Parker Ranch on the north slope of the Big Island's Mauna Kea, and I looked *up* from the Cessna at the snow on Mauna Kea. Mauna means mountain and kea means white, and Mauna Kea is White Mountain or perhaps Snow Mountain. There's plenty of skiing on Mauna Kea most winters. It is a taller mountain than Mount Everest, starting from its base at the bottom of the ocean. It rises almost to 14,000 feet out of the sea, and our Cessna never flew close to 14,000 feet. We put down for passengers at Kamuela in the middle of the Parker Ranch on Mauna Kea's north apron.

(*Continued on page* 42)

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(Continued from page 41)

Fences kept the cows off the airstrip, and the cactus and sagebrush reminded me of west Texas.

The scenery along this low-flying commuter route is out of this world. The east coast of the Big Island is largely sheer cliff descending into the blue Pacific. River after river flows down Mauna Kea's apron to tumble over the cliff in mile after mile of high waterfalls. I counted more than a dozen in one eyeful. Some streams have chewed back from the coast, and their waterfalls preside over deep, green gorges back inland. The southeast coast of Maui twists and turns. It is full of coves and variegated rock and lava formations being beaten by the bluest and whitest of surfs. One rocky islet stands out to sea off Hana (on Maui) with two lonely palm trees on top of a rock mound. Our pilot, Bob Waller (recently of the Air Force), facetiously pointed it out as the "biggest coconut plantation in the world." You will never see such detail from high flying jets.

The fly-by of the windward coast of Molokai is spectacular, too.

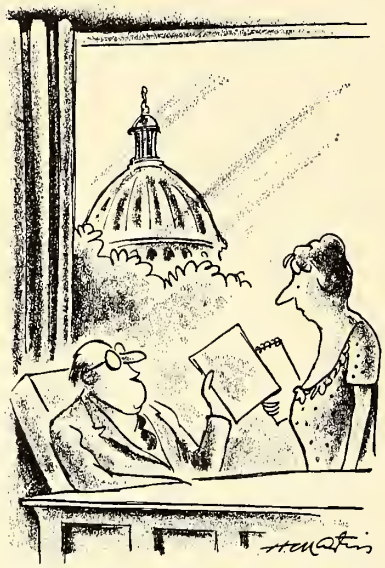
Be it mountain, river, harbor, waterfall, rock, green valley, gorge, precipice, surf, cove, beach, village, cattle ranch, shrimp farm, outlying resort, sugar, pineapple or volcano, the little commuter planes lay them all right in your lap.

The Hilo-Honolulu round trip has this for it. The only other way to "do" this many outer islands between an early breakfast and late lunch in Honolulu is to charter your own plane. You can also make the round trip between 2 p.m. and 6:20 p.m. The interisland jets will get you places much faster, but you'll need ground transportation for your closeup sightseeing. For $95, Panorama Air Tours *will* give you an all-day low altitude tour of the islands, with some stops, in Beechcrafts. That would include Kauai, too.

At Hilo, on the quickie commuter tour, you would just wait in the airport for the 11 a.m. plane back. There would be no ground travel except at Honolulu. If there were passengers for intermediate stops, you might also land (and take off again) at various spots on the Big Island, Molokai, Lanai or Maui. At Hilo, if the clouds were off the volcanoes, your Royal Hawaiian pilot might well take a side trip for you over the ancient "firepit" and whatever else is erupting around Mauna Loa and Kilauea (keel-o-aya), both on the Big Island. Our pilot landed directly at Hilo because not all passengers wanted the volcano trip. One woman and I did, so he took off again and gave us a 20-minute spin over the volcanoes as a sort of extra, the volcano weather being good.

Flying back from Hilo, I actually stopped over at Hana and Kaanapali (both on Maui)—and caught a later plane back to Honolulu out of Kaanapali just before sunset.

Hana is the exact opposite of Waikiki. It is a hotel resort featuring peace and quiet—just one hotel and one apartment resort in a remote native village. The nearest town north is about 60 miles along a picturesque, twisting coastal road. The Hana-Maui Hotel can accommodate about 140 people, maximum, in its 57 rooms, all of bungalow type around a pitch-putt golf layout on a beautiful coast. They meet you at the Hana airstrip in fire-engine red 1927 Packard buses (the insides are more modern International Truck works). Hana is totally restful, surrounded by a cattle ranch, with whiteface Herefords staring at you along the route to the hotel that would be occupied by shops and tourists on Waikiki. Flying out of Hana, I was the sole person at the airstrip for about a half hour before the next scheduled Cessna stopped to pick me up. Talk about peace and quiet! There *were* some steers in the distance. (The previous plane in had brought a passenger, Gen. Charles Lindbergh, en route to his home on southern Maui.)



"Miss Dalton, mark this top secret and leak it to the press."

THE AMERICAN LEGION MAGAZINE

Hana's beach is a few minutes' bus ride from the hotel, a little palm-studded cove of sand (along a rough and beautiful coast) known as Hamoa Beach. James Michener said it is the most perfect jewel of a beach in all the Pacific, or words to that effect. The rates at Hana-Maui Hotel are from about $75 to $90-odd a day, including all meals.

Housekeeping quarters at the 20 Hana Kai resort apartments naturally go for a great deal less.

Hana isn't a place for sightseers (it wouldn't know what to do with them). But any harried executive, looking for a peaceful haven to calm his ulcers during some later visit, might drop by for a look-see. The world is a long way from Hana.

The 2:40 plane out of Hana took me to Kaanapali (conna-polly), at the western end of Maui, where it points toward Honolulu. This was about 20 minutes from Hana. Maui is two volcanic mountains, now dormant, with a valley waist between where the two mountains are joined like Siamese twins. There are numerous small towns, some high enough up the mountain flanks to have brisk climates. Most of the valley is ranches and sugar plantations. As you cross the waist to the leeward coast, you see an artificial lagoon where someone has started a shrimp farm. The windward coast of Maui has one rock formation that looks like the Statue of Liberty.

Eastern Maui looks up at 10,000-foot Haleakala (*hol*lay-aka-*la*). Hale means house or home, akala means the sun. An involved Hawaiian myth tells a story about the crater in Haleakala as the house (or prison) of the sun. It escaped being imprisoned there only by agreeing to slow down the day so there'd be more time to enjoy life. The dormant crater is huge and spectacular, and only hikers go down inside. A trip to the rim involves visitors in at least a seven-hour up and down auto ride and plenty of warm clothes. The Haleakala road starts out of Kahului on the windward coast of the Maui valley. There are cattle to high altitudes and at 6,400 feet you enter Haleakala National Park. Needless to say I didn't go, or I wouldn't have made it back to Honolulu the same day.

Kaanapali's beach looks up at mile high, cratered Puu Kukui. In the nearby Iao Valley a pinnacle (Iao Needle) rises nearly half a mile. Kaanapali seems to mean "converted precipice." If there was ever a precipice there, the ancient gods must have converted it into sand and made a beach of it. Kaanapali offers two main things: its beach resort and, a few minutes drive away, the small town of Lahaina (la-*high*-na), once the capital of the Pacific whaling fleet.

The Kaanapali beach resort is Waikiki with elbow room; a beautiful sandy beach, over a mile long for sure, with excellent resort hotels, but only five of them in all that stretch. The rates, if you don't buy the Presidential suites, are remarkably low for Hawaiian high-rise, jet-age accommodations—between $20 and $30 a night for two for the most part.

Being on Maui as a tourist is like being in a rural resort county. Small towns, golf courses, much room, great scenery, many attractions, numerous climates, and everyone knows everyone else. Some day Kaanapali may be like Waikiki. Right now, on all that beach, there are

just the Maui Surf, the Kaanapali Beach, the Sheraton-Maui, the Royal Lahaina and the Maui Kaanapali hotels, plus three condominiums with some apartments for rent.

They are all in the modern tradition of quality resort accommodations. For a motif, they like to use whaling. Just a toot away from their beach is Lahaina, a real small town. Designated a National Historic Site (because of the whaling tradition and the early missionary relics) a local organization is busy preserving Lahaina's character. There's a lot to ogle, at a leisurely pace, including the biggest statue of Buddha outside of Japan and the fully restored old Baldwin missionary home.

There are numerous commuter flights between Honolulu and Kaanapali each day, with one hour maximum each way. If you had *very* little time, and if you arranged for a rental car in advance, you could see as much of Maui as time would allow by a flight into Kaanapali from Honolulu, a drive as far as time allows, and then catch a convenient flight back. It's $20 each way between Honolulu and Kaanapali. You can also work out any of many independent visits to destinations on Maui or other islands, with a rental car awaiting you, via fast jet hops on Aloha or Hawaiian interisland airlines.

A former Hollywood character known as "High School Harry" operates a tiny, A-frame cocktail bar at the Kaanapali airstrip. It's called the Windsock. You have to climb up a winding ship's ladder in the airport to get to Harry's and when you do you can pray that there's room enough for you and time enough before your plane leaves to read all the zany stuff Harry has plastered and hung all over the interior of the Windsock.

Being pressed for time myself, I never flew the other way to see Kauai. It is supposed to be very beautiful, but anything I'd say you can read somewhere else, which is what I'd have to do. Nor did I see the Kona Coast or dozens of other places.

The most awful thing about seeing Hawaii as a tourist is that you never have the time to really see all that Hawaii has to offer. You would have to spend much more time than the usual excursion trip out and back from the mainland allows. And that would cost several bucketsful of money. END

CORNWALLIS' SURRENDER AT YORKTOWN

(Continued from page 14)

French Admiralty forbade him to stay in the Chesapeake beyond the 15th of October—four weeks at the most. He had to keep a date with a Spanish admiral in Havana for a joint attack on British-held Jamaica. Moreover, the Admiral politely refused to send any of his ships up the York River above Cornwallis. This gave the British ninety miles of water on which to escape some dark night. De Grasse did, however, give Washington eighteen hundred marines to bolster the allies ashore.

WASHINGTON needed the marines because the British had fortified the town of Gloucester, across the river from Yorktown, and at least five thousand men would have to be committed to bottling up this potential escape route. The French now had about ninety-five hundred troops ashore and twenty thousand sailors and marines afloat. To bolster his twenty-five hundred regulars, Washington had called out the militia of Virginia and Maryland. This time they responded well, adding about eighty-five hundred men to the American army.

Counting all Americans and French, Washington would have about twenty thousand men ashore when they all arrived—a two to one advantage over Cornwallis.

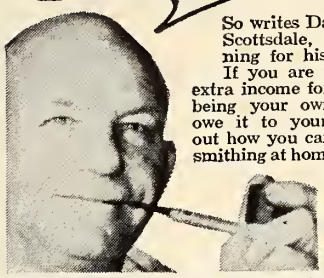
But the British had spent the summer digging deep into Yorktown's sandy soil. Could Washington and Rochambeau batter them out in the four weeks before the French fleet would depart? That was the crucial question, and it grew even more crucial as contrary winds and choppy waters delayed the progress of the allied army down the Chesapeake. Not until September 28th at 5 a.m. did the Franco-American army move out of Williamsburg down the road to Yorktown, with the American light infantry the advanced guard.

In the British camp, blithe confidence prevailed. They were sure Washington had with him nothing heavier than field artillery, against which their bunkers and redoubts were certain to be impregnable. Moreover, the British engineers had worked out a defense in depth. First came a series of outer redoubts which the allies would have to storm, presumably at terrific cost. They would then be confronted by even more bristling inner fortifications.

The action opened with a day of fierce skirmishing between the allies and the defenders of the outer redoubts. At sunset, the British fighting men had held fast

(*Continued on page* 44)

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CORNWALLIS' SURRENDER AT YORKTOWN

(Continued from page 43)

and were even more convinced of the soundness of their strategy. Then, to their astonishment, they received an order from Cornwallis to abandon the outer fortifications and retreat to their inner lines.

It was a shattering blow to the morale of the troops. But Cornwallis had received another order from Sir Henry Clinton. Clinton told the fighting Earl that he expected to sail for Yorktown from New York on the 5th of October with five thousand men and the entire British fleet. It was only common sense for Cornwallis to keep his army as compact as possible and wait for the reinforcements before going over to the offensive. As he pulled in his forces, the Earl assured Clinton by messenger that "if relief arrives in any reasonable time, York and Gloucester will both be in possession of His Majesty's troops."

Meanwhile, Washington and Rochambeau, studying the British fortifications from their abandoned redoubts, could see the roofs of Yorktown's red brick houses about a half mile away. Peering through their telescopes, the American and French commanders counted ten redoubts with over sixty "embrasures"—openings through which cannon could fire. On the ramparts of each redoubt stood solid columns of sharply pointed stakes, known as palisades. In front of them were deep ditches and "abbatis"—sharpened tree trunks, angled from the ground to impale a would-be attacker. Storming this murderous complex was out of the question. There was only one answer—a siege. The very word made both generals shudderingly recall Admiral de Grasse's four-week deadline.

First the heavy siege guns would have to be emplaced. Then the ground between the forces would have to be laced with trenches, to establish close-in strong points, to bring demolition charges up to the foe's defenses, and to let men first attack outer redoubts and finally the whole works without a murderous approach over open ground. These laborious preparations would have to be carried out with all possible secrecy to protect the trench diggers and delay Cornwallis' discovery that the allies were even capable of laying a siege.

For five nail-biting days the allied army sat just out of range of the British artillery while the back-breaking job of moving the heavy cannon and ammunition into the front lines was completed. Not until the afternoon of October 6th was Washington able to write to the President of Congress, "We shall this night open trenches."

Sergeant Joseph Plumb Martin, of Connecticut, was one of these trench openers. He and other members of the American corps of sappers and miners moved into the rainy darkness under the direction of French engineering officers. They began digging into the sandy earth about eight hundred yards from the British redoubts. Twenty-five hundred other Americans with loaded muskets crouched only a few yards away, ready to give these unarmed toilers their instant support.

Suddenly, the French engineering officers ordered them to stop and then disappeared. "We now began to be a little jealous of our safety," Martin said later, "being without arms and within forty rods of the British trenches."

Out of the darkness came a lone figure in an overcoat. He looked like a civilian to the surly diggers, and when he advised them to say nothing to the enemy about the siege preparations if they were taken prisoner, they curtly informed him that sappers and miners were allowed no quarter by the laws of warfare.

At this point, the French engineers returned, and they heard one of them say, "Your Excellency" to the lone figure. The "civilian" was George Washington.

"Had we dared," Martin said, "we would have cautioned him for exposing himself so carelessly to danger at such a time."

Sergeant Martin and his friends griped about working that night in a drizzle. But George Washington said a silent prayer of thanksgiving for the cloud-filled sky. If the night of October 6th had been clear, there would have been a half moon illuminating Yorktown, making the men easy targets.

To further confuse the enemy artillery, Washington ordered fires built beyond a marsh on the far right of the British works and had several dozen men tramp back and forth in front of them. The British, convinced that a large body of infantry was massing, blazed away at these decoys. Their shots whistled harmlessly over the heads of the digging Americans. By dawn they had finished a trench over four thousand feet long and had made a start on four supporting redoubts, two on each flank. By noon the trenches were ready for the formal opening of the siege—the occupation of the new allied redoubts on the flanks. A light infantry regiment, led by Lt. Col. Alexander Hamilton, went first. They marched into the trench with drums beating and colors flying. The British artillery gave them a hot reception, but the French engineers had designed "covered ways" leading to the trench and Hamilton did not lose a man. But this was not enough to satisfy "the Little Lion," as his friends called Hamilton. A moment

after one of his officers sprang to a parapet on one of the new redoubts and planted the regimental colors (in obedience to siege regulations which Washington had distributed to all units), Hamilton ordered his entire regiment to mount the parapet, face the enemy and there, to his bellowed orders, perform the manual of arms. The men were sure that the British would blast them all into oblivion. But to their amazement, the enemy did not fire a shot. Hamilton knew his foes. The British would not dream of interrupting such bravado.

But the big guns weren't ready yet.

For three days, the Americans ducked mortar shells and round shot without firing a single cannon in reply. On October 9th, this frustration finally ended. That morning, teams of oxen dragged big guns into position on the right flank, where the Americans were in charge, and on the left, where the French were manning the trenches. At 3 p.m., Washington gave the French battery on the far left permission to open fire. Some Americans groused at giving their allies this honor, but the French had completed their battery first and deserved the privilege.

At 5 p.m., the American standards were run up the flagpole of their Number One battery. On its platform were ten cannon, three twenty-four pounders, three eighteen-pounders, two eight-inch howitzers and two ten-and-a-half-inch mortars. George Washington himself put a long glowing match to the touchhole of one of the twenty-four pounders. The gun crashed and the big ball went hurtling into Yorktown, where the men could hear it "strike from house to house." A moment later, the whole battery opened up.

One of their first rounds tore through the wooden walls of a house where the British Commissary General and a group of officers were just sitting down to dinner. The missile screamed down the table, killing the Commissary General and severely wounding three other officers. The discovery that the allies had siege artillery sent a shudder of dismay through the entire British army.

WITH GRIM efficiency, the French and Americans set up more batteries and by the end of the second day (October 10th) they had knocked out one British battery and driven almost every man and woman in Yorktown underground. By October 12th, sixty-two allied guns were in action. A sample of the pounding the British were now taking can be glimpsed in the diary of a Royal naval lieutenant, Bartholomew James. With thirty-six seamen he took over a battery of seven guns in the "hornwork" in the center of the British lines.

"Fifty-two minutes after my arrival in the hornwork," James wrote,

(*Continued on page 46*)

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(Continued from page 45)

"the enemy silenced the three left guns by closing the embrasures, shortly after which they dismounted a twelve pounder, knocked off the muzzles of two eighteens, and for the last hour and a half left me with one eighteen pounder with a part of its muzzle also shot away."

The carnage among James' men was even more awful. Nine men were killed instantly. Of twenty-eight wounded, eight died before they could be moved. Every man that came with him in the morning was a casualty by nightfall. "Most of the wounded," James said tersely, "had lost an arm or a leg and some both."

That same day, a daring British major, Charles Cochrane, slipped through the French fleet in a whale boat with a message from Sir Henry Clinton in New York. "The Knight," as his fellow officers derisively called Sir Henry, canceled all his rosy promises and told Cornwallis that the British fleet could not sail from New York with a relief expedition until October 12th, if then.

Cornwallis' answer was grim. The impact of the allied bombardment had already destroyed his optimism. He told Clinton that he was losing men "very fast" and that many of his works were "seriously damaged." Against so powerful an attack, he could not hope "to make a very long resistance."

The two British generals were finally telling each other the truth—too late.

Meanwhile, Joseph Plumb Martin and his fellow sappers and miners zigzagged additional ditches out from the main trench, drawing closer and closer to the British lines. But two forward British redoubts (Nos. 9 and 10) stood squarely in the middle of the last four hundred yards of trench that the French engineers had planned on their maps. The ever-present threat of de Grasse's deadline—which he had grudgingly agreed to extend only on a day-to-day basis and definitely not beyond the end of October—made it imperative to take these redoubts by storm.

At 7:30 P.M. on the night of October 14th the American light infantry, led by Alexander Hamilton, sprang out of their trenches and took redoubt No. 10 with bayonets. Picked French troops simultaneously assaulted and captured redoubt No. 9. The competition between the two assaulting parties was intense. Just before the attack, the Marquis de Lafayette, the commander of Hamilton's American force, had been insulted by a French general who suggested that it might be better if they let the French chasseurs handle both redoubts. Lafayette was proud of the Americans he commanded. As he told it later, he enjoyed "unspeakable satisfaction" when he sent a message to the condescending general, reporting that the Americans had secured their redoubt and asking him politely if his fellow Frenchmen needed any help.

The British response to this assault was a roulade—a general discharge of artillery and musketry in rolling fire down their whole line. George Washington was waiting just behind the American lines, standing in an exposed spot, when the British began firing. Bullets and cannonballs whizzed past him. One of his aides, Colonel David Cobb, begged him to move to a safe position. The tense Washington did not take the warning with his usual good humor. "If you are afraid, Colonel Cobb," he snapped, "you may retire." It was an indication of how worried Washington was. If the attack on the redoubts had failed, the British would have poured men into them and made them impregnable. The siege might have been indefinitely delayed.

The following day, teams of men and horses dragged heavy guns into the captured redoubts, enabling them to pour enfilading fire into the entire British line. Over a hundred guns were now in action, slamming ten thousand mortar shells and round shot into Yorktown each day. "The whole peninsula," one American noted in his journal, "trembles under the incessant thunder of our infernal machines."

In New York, the commanding British admiral, Thomas Graves, finally told Sir Henry Clinton that the fleet was ready to sail on October 12th. Clinton crammed every available soldier on board the men-of-war. If they sailed on the next day, with good weather they could easily reach the Chesapeake by October 17th. Around noon on the 13th of October, as sails were being rigged and anchors weighed, a huge black cloud appeared in the western sky. Minutes later, a small hurricane exploded over New York harbor. For an hour and a half, rain mixed with hail pelted men and ships, while thunder boomed and lightning ripped the sky. By the time the storm was over, two men-of-war had collided, and they were so badly damaged that the Admiral canceled his sailing plans.

In Yorktown, Cornwallis and his officers had given up all hope of Sir Henry coming to their rescue. But Cornwallis was not the kind of officer who threw in his cards, even when he found himself playing a dreadful hand. As darkness fell on the night of October 16th, British regiments were quietly withdrawn from the front lines and ferried across the river to Gloucester. The plan was to leave the two thousand sick and wounded in Yorktown, and take every healthy man across the river, leaving only a detachment of sailors to man the works. At dawn, Banastre Tarleton, the British cavalry leader, was to lead an all-out attack on the thinly held allied lines around Gloucester. If that succeeded, the main body would slip away. By commandeering horses and food from towns and farms along the route, the British hoped to put a hundred miles between them and the Americans before Washington could organize a pursuit. Their eventual goal would be New York, but they could improvise other plans—perhaps striking out for the coast in the hopes of finding Clinton and the British relieving fleet.

The first third of the British army made it across the river without a sign of alarm from the allied camp, or from the French ships that were supposedly guarding the river. Minutes after the second detachment boarded the boats and pulled away, rain began to fall. In a few more minutes, a tremendous squall burst over Yorktown. Jagged bolts of lightning gave the men on the shore an occasional glimpse of the soldiers and sailors struggling to control their overloaded boats in the rising wind. For two full hours the storm raged. All the boats containing the second detachment were driven back to the Yorktown shore. By the time the wind and rain died away, there were not enough hours of darkness left to transport the remaining two thirds of the army from Yorktown. Glumly, Cornwallis ordered the elite troops, the Guards and light infantry he had sent over first, to return to Yorktown immediately.

Then a sleepless, heartsick Cornwallis asked his officers for advice. Should they fight to the last man? The answer was no. Such an order would betray brave men who had done all that he had asked them and more. There was only one decent alternative: immediate surrender.

Sadly, Cornwallis admitted that his officers were right. Turning to an aide, he dictated a historic letter to George Washington.

> Sir, I propose a cessation of hostilities for twenty-four hours, and that two officers may be appointed by each side to meet at Mr. Moore's house to settle terms for the surrender of the posts at York and Gloucester.
>
> I have the honour to be &c.
>
> CORNWALLIS

Washington's reply was blunt. He knew that Admiral de Grasse was itching to depart. There was also the possibility that the relieving British fleet might appear on the horizon. He gave Cornwallis exactly two hours to state his surrender terms. With a hundred French and American cannon staring down his throat, the fighting Earl had no choice but to comply.

He stated his terms. Washington coolly rewrote the clauses he disliked, and sent them back to Cornwallis with another tough deadline. Cornwallis waited until the very last minute on the morning of October 19th before putting his signature at the bottom of the final terms. More than once, his eyes must have turned to the broad river, and beyond it to the open bay, hoping to see in the distance the masts of the British fleet. Alas for his hopes, Sir Henry Clinton and the fleet were at about the same hour just standing out of New York harbor.

At 2 p.m. on October 19th, the British marched down a long lane formed by the French and American armies and stacked their arms in a field. Their bands played a song which had several names. One was "When the King Enjoys His Own Again." A better known title, which summed up what everyone was thinking, was "The World Turned Upside Down."

EVEN IN DEFEAT, the British tried to insult their ex-subjects. As they marched past, every English soldier riveted his eyes to the right, at the French. Lafayette barked an order, and the American light infantry band burst into their favorite song, "Yankee Doodle." The explosion of fifes and drums jerked every British head in the other direction. Against their wills, they stared into the faces of the colonials whom they had so long scorned and despised.

In the peace negotiations that began six months later at Paris, independence for the thirteen colonies was conceded by the British in the first clause of the treaty. "The play sir," wrote an exultant Lafayette to a friend in France, "is over." So it was, with a last act that left everyone breathless.

EPILOGUE: *One hundred and thirty-six years later France lay bleeding to death under the heel of Prussian armies. On July 4th, 1917, an advance guard of The American Expeditionary Force first appeared in Paris—a battalion of the 16th Infantry of the American First Division. It was soon to distinguish itself in the second battle of the Marne. On July 4th, it was welcomed by huge crowds in ceremonies at Lafayette's tomb in Picpus Cemetery. West Pointers know their American history. American Colonel C.E. Stanton, of General John J. Persling's staff, proclaimed: "Lafayette, nous sommes ici!" (Lafayette, we are here!) The remark was later attributed to Pershing. But he credited it to Colonel Stanton, adding: "I wish I might have said it."* END

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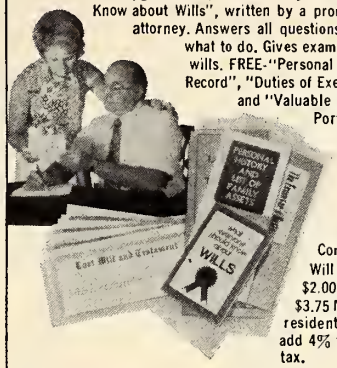


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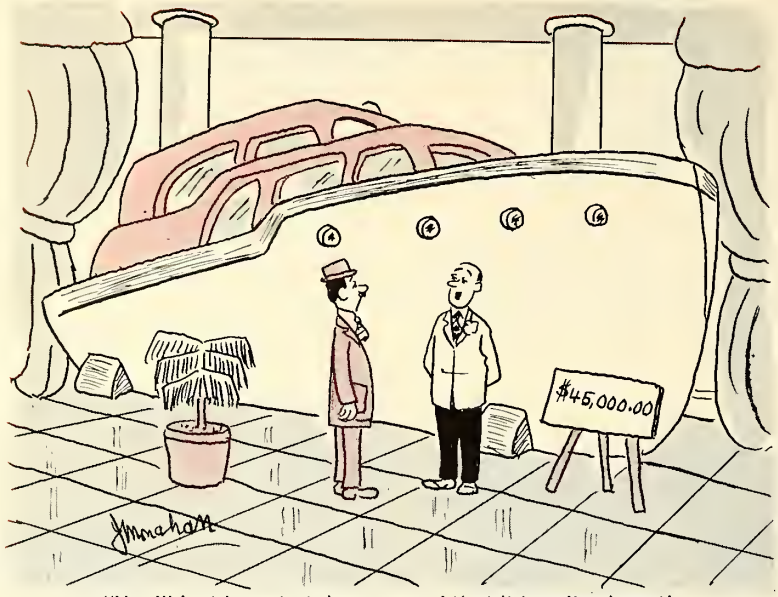


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PARTING SHOTS



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THE AMERICAN LEGION MAGAZINE

SURPRISE STOP

One evening as the Wilshire bus drew to a stop awaiting a signal, a drunk staggered in and fumbled for his fare. The driver noticed his condition but asked, "How far are you going?"

The drunk replied, "To San Bernardino."

"We don't go to San Bernardino," said the driver, easing the bus back into the flow of traffic, "you're headed the wrong way."

The poor fellow sat down resignedly and waited. After several blocks, the driver suddenly pulled to a stop and yelled, "San Bernardino!" The drunk quickly jumped to his feet and stumbled off the bus.

MARIAN Y. BLACK

SPACE AGE TAUNT

A mother and father had a son in the 6th grade and another in the 7th grade. One day the school gave some achievement tests, and one of the boys scored much better than the other.

"I got in the top seven percent," said one boy boastfully as they sat down to dinner.

The mother and father looked at their other son to see how he was taking this information. He had nothing to say to his parents, but he turned to his brother and snorted: "Computer's pet! Computer's pet!"

DAN BENNETT

A TIME FOR EVERYTHING

The young woman at the grocery counter handed the clerk a twenty dollar bill, picked up her groceries, and started walking off without her change. The clerk whistled shrilly to attract her attention and called to her several times, but she paid no attention. Just as she walked out the door, the clerk dashed up behind her and asked exasperatedly, "Didn't you hear me whistle?"

"Sure,' she answered coyly, "but I never flirt when I'm shopping!"

DWIGHT ALLEN

THE HAILS OF IVY

My wife read that talking to plants is the thing
And I think she's going to try it.
If her plants are like me I just know it won't work
I'm much better off when she's quiet.

T. J. KELLY

NO WAY OUT

If prices get any higher I won't be able to afford to be a consumer.

J. DAVID LAMBERT

SPOTS BEFORE THE EYES?

If you're puzzled about the tiny specks
That are tracked all over your car,
I wondered, too, until I saw
The centipede who'd stepped in tar.

M. C. CRICHTON

FORTY WINKS, *HIS* WAY

A bachelor is a fellow who can take a nap on top of a bedspread.

GENE YASENAK

NO HOLDS BARRED

My dentist and I have muscle tension
A wrestling coach should see:
I keep firm grip on his tilted chair
And he keeps firm grip on me.

ROBERT GORDON

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"Ten to one you get fired."

THE AMERICAN LEGION MAGAZINE

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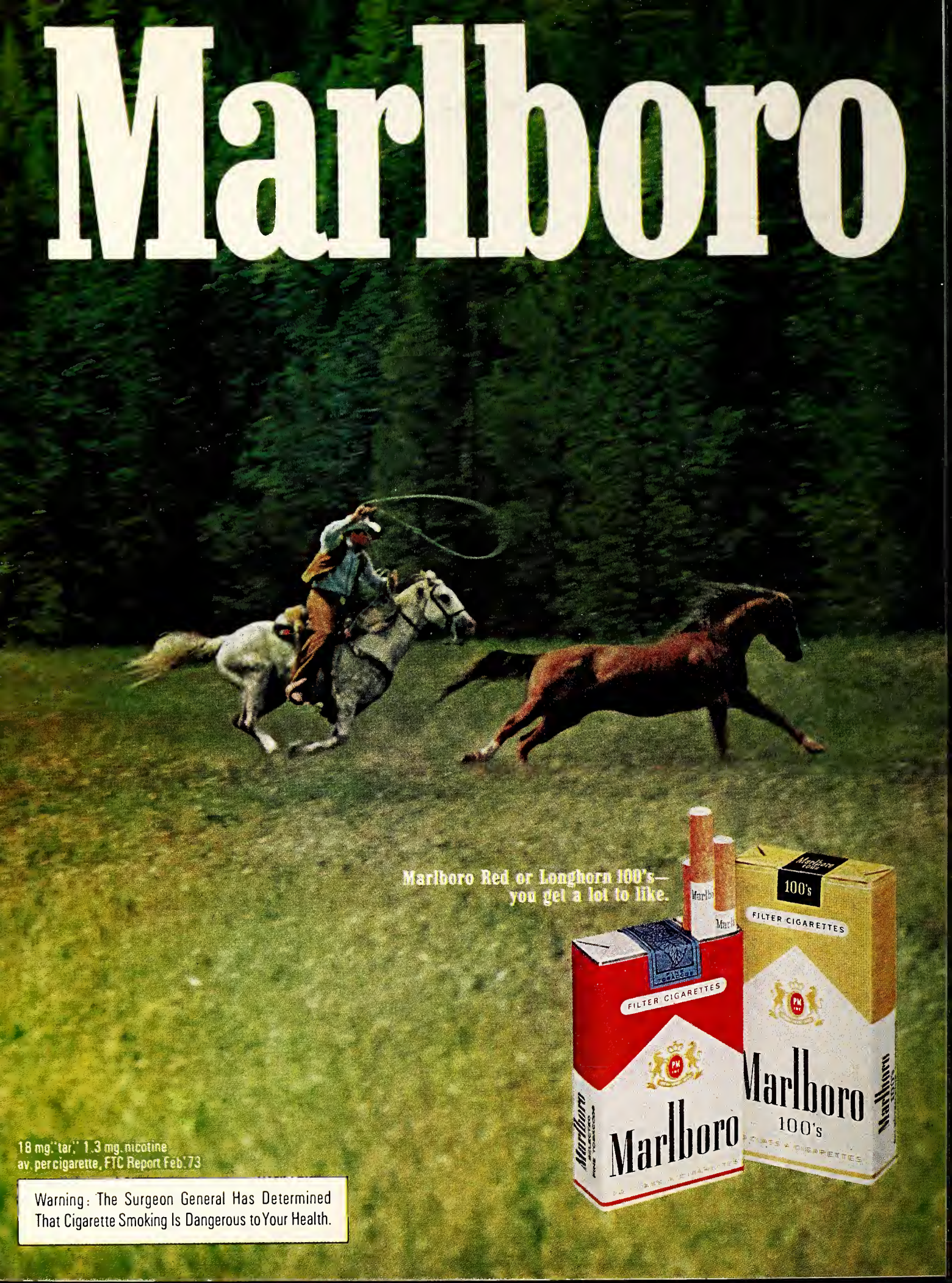


Schenley

A great idea for your place.

Dewar's "White Label" Blended Scotch Whisky, 86.8 Proof; George Dickel Tennessee Whisky, 86.8 Proof; Plymouth Gin Distilled from 100% grain neutral spirits, 94.4 Proof; OFC Canadian Whisky, 86.8 Proof; I W Harper Kentucky Straight Bourbon Whiskey, 86 Proof; Schenley Reserve American Whiskey, A Blend, 86 Proof; Schenley Affiliated Brands Corp., N.Y., N.Y. © 1973

Marlboro



18 mg."tar," 1.3 mg. nicotine
av. per cigarette, FTC Report Feb.'73

Warning: The Surgeon General Has Determined That Cigarette Smoking Is Dangerous to Your Health.